Alberta

Freedom To Create. Spirit To Achieve.

Transportation

Annual Report
2008-2009

Government of Alberta

Transportation

Annual Report 2008-2009

CONTENTS

2 Preface
3 Minister's Accountability Statement
4 Message from the Minister
6 Management's Responsibility for Reporting

7 Overview
9 Our Mandate
9 Transportation for Albertans
10 Organizational Overview
11 Key Activities 2008-09
13 Performance Measures Highlights
15 Financial Highlights
16 Our Operations

19 Results Analysis
21 Deputy Minister's Message
23 Auditor General's Report
Results Discussion and Analysis
24 Core Business One
33 Core Business Two
42 Core Business Three
46 Core Business Four
51 Expense by Core Business
54 Expense by Function

55 Financial Information
57 Table of Contents
59 Auditor's Report
60 Financial Statements

85 Appendices
87 A. Performance Measures Methodology
93 B. Alphabetical List of Entities' Financial Statements in Ministry 2008-2009 Annual Reports

Preface

Public Accounts 2008-2009

The Public Accounts of Alberta are prepared in accordance with the *Financial Administration Act* and the *Government Accountability Act*. The Public Accounts consist of the annual report of the Government of Alberta and the annual reports of each of the 24 Ministries.

The annual report of the Government of Alberta released June 30, 2009 contains Ministers' accountability statements, the financial statements of the Province and the *Measuring Up* report, which compares actual performance results to desired results set out in the government's business plan.

This annual report of the Ministry of Transportation contains the Minister's accountability statement, the audited financial statements of the Ministry, and a comparison of actual performance results to desired results set out in the Ministry business plan.

This Ministry annual report also includes other financial information as required by the *Financial Administration Act* and *Government Accountability Act*, either as separate reports or as a part of the financial statements, to the extent that the Ministry has anything to report.

Minister's Accountability Statement

The Ministry's annual report for the year ended March 31, 2009, was prepared under my direction in accordance with the *Government Accountability Act* and the government's accounting policies. All of the government's policy decisions as at September 8, 2009 with material economic or fiscal implications of which I am aware have been considered in the preparation of this report.

Original signed by

Luke Ouellette
Minister of Transportation

Message from the Minister

As Minister of Transportation, I am honoured to continue to work with Albertans to plan, build and maintain a safe and sustainable provincial transportation system.

Transportation is fundamental to Alberta's economy and our communities. Roads link producers, industries and businesses to global markets, support tourism, and connect us to our families, friends, jobs, medical care, education and recreation.

Road construction a priority

In 2008-09, a priority for the Alberta government was providing the roads and other infrastructure to meet the province's needs. Premier Stelmach gave me a mandate to double the provincial investment in highway repaving and bridge repair over a three-year period.

Accordingly, the Ministry paved more than 1,300 km of highways and preserved 78 bridges. As we forged ahead with major projects to support Alberta's growing economy and communities, we completed more than 90 per cent of the twinning on the North-South Trade Corridor that runs from Mexico through Alberta to Alaska. This major economic corridor enables the safe transport of people and goods to national and international destinations.

We also twinned the first section of the 240 km of Highway 63 that service the Fort McMurray region and the oil sands development, and constructed a much-needed truck staging area.

The Ministry rapidly pushed ahead with the ring roads for Edmonton and Calgary. We continued with the construction of Calgary Stoney Trail northwest and northeast to reduce traffic congestion and provide a vital transportation link for the Calgary region. These sections are expected to be open to traffic in the fall of 2009. We also started procurement for the construction of the Stoney Trail southeast. In Edmonton, we accelerated completion of the Stony Plain Road/Anthony Henday Drive Interchange by combining the design and construction of the project into one contract so that the interchange opens to traffic one year sooner. Also, construction started on the 21 km section of Anthony Henday Drive northwest that will be completed in the fall of 2011. Both of these projects will significantly reduce congestion on the existing network.

We completed a major interchange at the junction of Highways 1, 9 and 797 and upgraded the north Innisfail interchange to a diamond design. Other key projects we focused on included the Athabasca River Bridge in Fort McMurray, the Smoky River Bridge near Watino, the interchange at Yankee Valley Road in Airdrie and the Milk River bypass.

A focus on traffic safety

The Ministry continued to implement the strategies of the "Alberta Traffic Safety Plan: Saving Lives on Alberta's Roads" to reduce collisions, injuries, and fatalities. This included key actions to help prevent motor vehicle collisions, enforce traffic laws, build safer roads, and better educate all Albertans about traffic safety.

The 2008-2010 Alberta Traffic Safety Communications Plan was launched, and promoted safe driving habits and positive driver attitudes to reduce traffic collisions. The Community Mobilization Strategy engaged and supported local law enforcement, health, education, and industry groups in meeting community-based Alberta Traffic Safety Plan objectives. This included the development of an Aboriginal Traffic Safety Strategy in collaboration with Métis and First Nation Elders and other stakeholders.

The Ministry continued to discourage impaired driving to make Alberta's roads safer, and introduced the new mandatory Ignition Interlock Program. Drivers under this program are required to have an alcohol sensor attached to their vehicle ignition before being allowed to drive. The province then became the first in Canada to pass legislation enabling licence suspensions for drug impairment offences. The Enhanced Alberta Checkstop Program with over 46 Checkstops also helped to make Alberta's roads safer.

In keeping with the Ministry's priority to ensure safer vehicles on Alberta's roads, we strengthened our inspection efforts with more comprehensive monitoring and investigations of licensed vehicle inspection facilities and technicians. We also took action to make safety rules more consistent for the trucking industry.

Supporting Alberta's communities

Transportation systems not only facilitate how we move from place to place, they also play an important role in the well-being of our communities. In response to community needs, the Ministry provided $1.4 billion in grant funding to help municipalities develop and preserve their capital infrastructure including their transportation systems, public transit and emergency services, and other municipal facilities. This included grants for water supply, water treatment and wastewater treatment facilities to ensure Albertans have a safe supply of water for municipal uses and effective wastewater treatment.

The Ministry remains committed to its goals despite the current economic situation. We will continue our efforts to ensure that future generations have a well-designed and safe provincial highway system and we will take every measure to improve traffic safety on Alberta's roads.

Original signed by

Luke Ouellette
Minister

Management's Responsibility for Reporting

The executives of the Ministry have the primary responsibility and accountability for the Ministry. Collectively, the executives ensure the Ministry complies with all relevant legislation, regulations and policies.

Ministry business plans, annual reports, performance results and the supporting management information are integral to the government's fiscal and business plans, annual report, quarterly reports and other financial and performance reporting.

Responsibility for the integrity and objectivity of the financial statements and performance results for the Ministry rests with the Minister of Transportation. Under the direction of the Minister, I oversee the preparation of the Ministry's annual report, including financial statements and performance results. The financial statements and performance results, of necessity, include amounts that are based on estimates and judgments. The financial statements are prepared in accordance with the Canadian generally accepted accounting principles for the public sector as recommended by the Public Sector Accounting Board of the Canadian Institute of Chartered Accountants. The performance measures are prepared in accordance with the following criteria:

- Reliability – Information agrees with the underlying data and with the sources used to prepare it.
- Understandability and Comparability – Actual results are presented clearly and consistently with the stated methodology and presented on the same basis as targets and prior years' information.
- Completeness – Performance measures and targets match those included in Budget 2008. Actual results are presented for all measures.

As Deputy Minister, in addition to program responsibilities, I establish and maintain the Ministry's financial administration and reporting functions. The Ministry maintains systems of financial management and internal control, which give consideration to costs, benefits, and risks that are designed to:

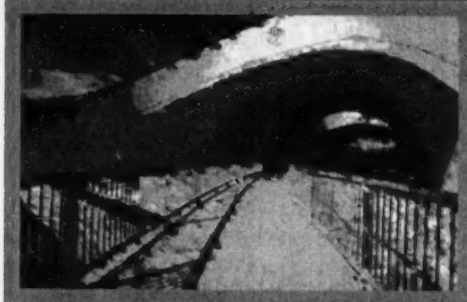
- provide reasonable assurance that transactions are properly authorized, executed in accordance with prescribed legislation and regulations, and properly recorded so as to maintain accountability of public money;
- provide information to manage and report on performance;
- safeguard the assets and properties of the Province under Ministry administration;
- provide Executive Council, Treasury Board, the Minister of Finance and Enterprise and the Minister of Transportation any information needed to fulfill their responsibilities; and
- facilitate preparation of Ministry business plans and annual reports required under the Government Accountability Act.

In fulfilling my responsibilities for the Ministry, I have relied, as necessary, on the executives within the Ministry.

Original signed by

Gary Boddez
Deputy Minister
September 8, 2009

Overview



Alberta's Transportation System:

- 31,000 km of provincial highways, the backbone of the province
- More than 7,000 km of rail line, including Canadian National and Canadian Pacific
- 2 international airports (Calgary and Edmonton), 12 regional airports, 71 paved community airports
- Road and rail connections to tide water ports: Vancouver, Prince Rupert, Thunder Bay, and Churchill.

Our Mandate

The Ministry includes the Department of Transportation and the Alberta Transportation Safety Board. The Ministry:

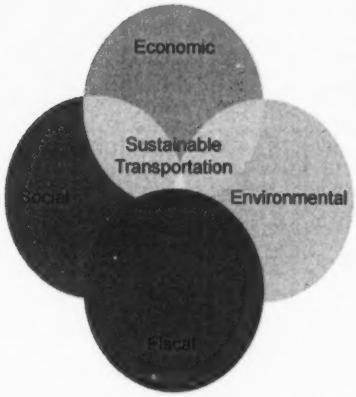
- leads the planning, construction, and preservation of provincial highways to connect Alberta's communities, and support the province's economic and social growth;
- leads provincial transportation safety services, and provides programs to promote safe driving, vehicles, roads, railways, and the transport of dangerous goods;
- designs, constructs, and maintains Alberta's water management infrastructure on behalf of Environment;
- manages provincial and federal grant programs to help municipalities develop their transportation systems, increase public transit, and ensure water and wastewater treatment systems for Albertans; and
- represents Alberta's interests in a sustainable and integrated transportation system at all levels of government, as well as in national and international trade agreements.

The Transportation Safety Board reports to the Minister, but makes formal decisions independently in keeping with the Traffic Safety Act and the Railway (Alberta) Act (see Operational Overview).

Transportation for Albertans

Moving people, goods, and information to support the economy, society and environment

The Ministry plans, develops, and preserves a safe, affordable and sustainable transportation system that supports Alberta's:



Economy: connects businesses, industries, ranchers and farmers with customers, suppliers, and global markets, and supports regional, provincial and global economies.

Society: connects Albertans to their families, friends, neighbours, work, schools, medical care, recreation, and communities across the province.

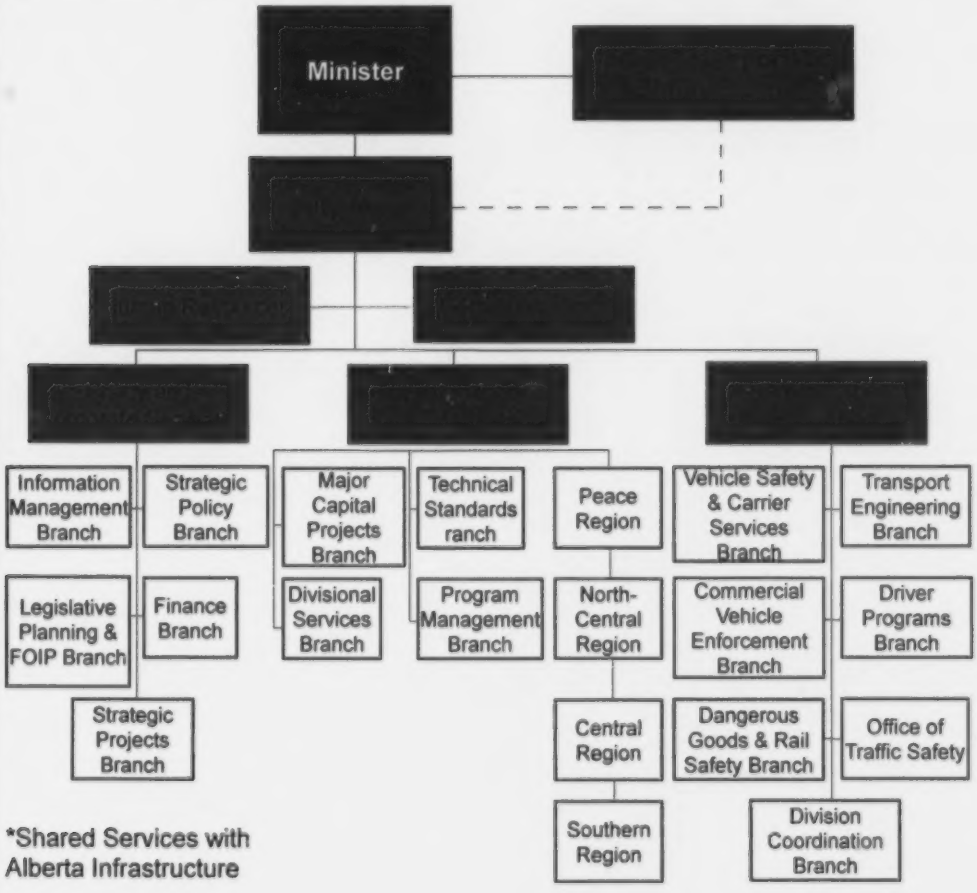
Environment: contributes to the liveability of our communities and healthy ecosystems and minimizes its impact, on our land, water, and air.

Fiscal Parameters: is affordable to the public and government now and in the future.

Organizational Overview

Our Vision:	Alberta Transportation will be a Centre of Excellence for Transportation in North America.
Our Mission:	We contribute to Alberta's economic prosperity and quality of life by providing and supporting a safe, innovative and sustainable provincial transportation system, and water management infrastructure.
Core Business 1:	Developing and preserving the provincial highway network.
Core Business 2:	Managing provincial transportation safety.
Core Business 3:	Developing partnerships to support Alberta's interests in an integrated transportation system.
Core Business 4:	Supporting provincial and municipal water systems.

Our Organization



*Shared Services with Alberta Infrastructure

Key Activities 2008-09

"Making Transportation Dollars Count -- Enabling Opportun

In 2008-09, Alberta Transportation met all of its strategic priorities for Alber experienced one of its busiest ever highway construction seasons.

Secured Alberta's investment in Transportation

The Ministry preserved the life of our existing provincial highway system. It 1,342 km of roadways and preserved 78 bridges to enable economic oppo enhance the quality of life in Alberta's communities. Highlights included th of the highways between Leduc and Edmonton, Crossfield and Acme, Bei Drumheller, as well as Red Earth and Lubicon Lake. Other major projects i Athabasca River Bridge in Fort McMurray, the Smokey River Bridge near V Yankee Valley Road interchange in Airdrie, as well as the new Milk River B

Expanded the capacity of our highways to meet growth pressures

Significant progress was made on the massive project of constructing ring Edmonton and Calgary. Calgary's Stoney Trail Northwest and No ring road sections greatly forged ahead and will be open to traffic fall of 2009. Procurement also started for the construction of Ston Southeast. In Edmonton, work on the Stony Plain Road/Anthony Drive Interchange was accelerated by combining the design and of the project into one contract so that the interchange opens to t year sooner. Also construction started on the 21 km section of Anthony Her northwest.

The Ministry completed more than 90 per cent of the twinning on the North- Corridor that runs from Mexico through Alberta to Alaska to enable the safe people and goods to national and international destinations. The Ministry first section of the 240 km of Highway 63 that service the Fort McMurray re oil sands development, and constructed a much-needed truck staging area a 70 km section of Highway 63 was repaved along with passing lanes at th for the safety of motorists. The Ministry also completed the major interchan junction of Highways 1, 9 and 797, and upgraded the north Innisfail interch Highway 2 from a cloverleaf to a modern diamond design for improved traf

Forged ahead with the Alberta Traffic Safety Plan

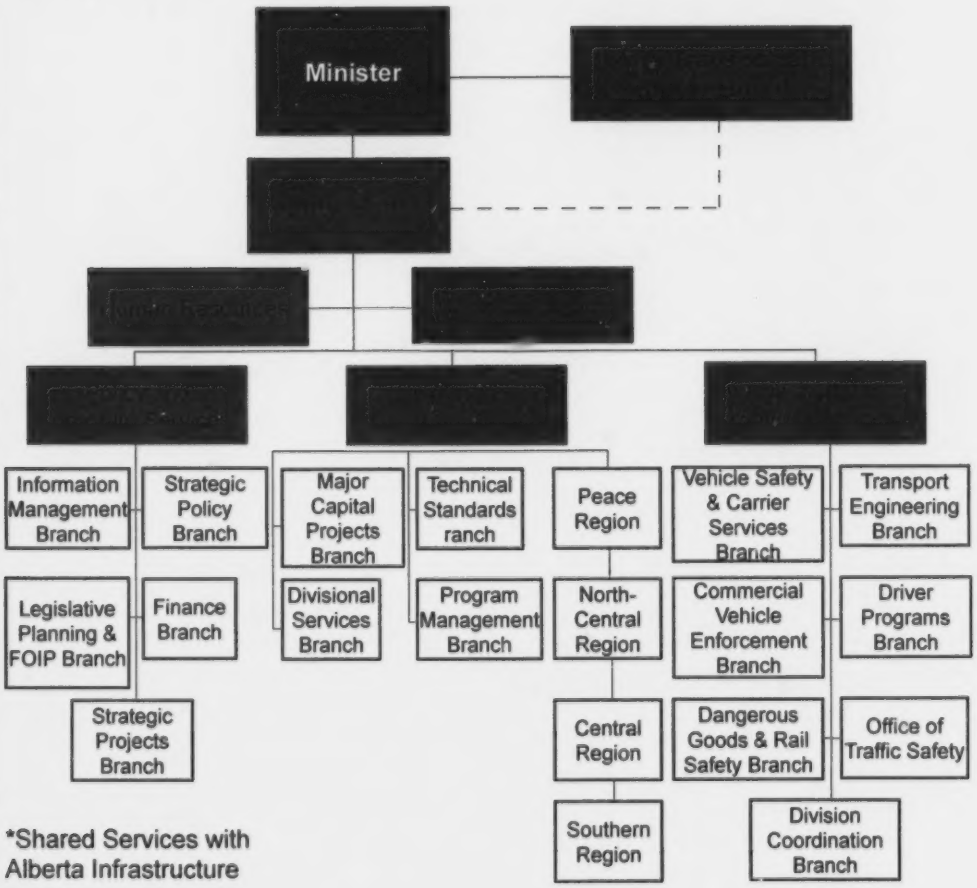
Alberta Transportation continued to implement the "Alberta Traffic Safety P Lives on Alberta's Roads" to reduce traffic-related deaths and injuries in th This included key actions to help prevent motor vehicle collisions, enforce t build safer roads, and better educate Albertans about traffic safety.

The 2008-2010 Alberta Traffic Safety Communications Plan was launched, promoted safe driving habits and positive driver attitudes to reduce traffic c The Community Mobilization Strategy engaged and supported local law en health, education, and industry groups in meeting community-based Alberta Safety Plan objectives. This included the development of an Aboriginal Tra Strategy in collaboration with Métis and First Nation Elders and other stake

Organizational Overview

Our Vision:	Alberta Transportation will be a Centre of Excellence for Transportation in North America.
Our Mission:	We contribute to Alberta's economic prosperity and quality of life by providing and supporting a safe, innovative and sustainable provincial transportation system, and water management infrastructure
Core Business 1:	Developing and preserving the provincial highway network.
Core Business 2:	Managing provincial transportation safety.
Core Business 3:	Developing partnerships to support Alberta's interests in an integrated transportation system.
Core Business 4:	Supporting provincial and municipal water systems.

Our Organization



*Shared Services with Alberta Infrastructure

Key Activities 2008-09

"Making Transportation Dollars Count -- Enabling Opportunity"

In 2008-09, Alberta Transportation met all of its strategic priorities for Albertans, and experienced one of its busiest ever highway construction seasons.

Secured Alberta's investment in Transportation

The Ministry preserved the life of our existing provincial highway system. It paved 1,342 km of roadways and preserved 78 bridges to enable economic opportunity and enhance the quality of life in Alberta's communities. Highlights included the repaving of the highways between Leduc and Edmonton, Crossfield and Acme, Beiseker and Drumheller, as well as Red Earth and Lubicon Lake. Other major projects included: the Athabasca River Bridge in Fort McMurray, the Smokey River Bridge near Watino, the Yankee Valley Road interchange in Airdrie, as well as the new Milk River Bypass.

Expanded the capacity of our highways to meet growth pressures

Significant progress was made on the massive project of constructing ring roads for Edmonton and Calgary. Calgary's Stoney Trail Northwest and Northeast ring road sections greatly forged ahead and will be open to traffic in the fall of 2009. Procurement also started for the construction of Stoney Trail Southeast. In Edmonton, work on the Stony Plain Road/Anthony Henday Drive Interchange was accelerated by combining the design and construction of the project into one contract so that the interchange opens to traffic one year sooner. Also construction started on the 21 km section of Anthony Henday Drive northwest.

The Ministry completed more than 90 per cent of the twinning on the North-South Trade Corridor that runs from Mexico through Alberta to Alaska to enable the safe transport of people and goods to national and international destinations. The Ministry twinned the first section of the 240 km of Highway 63 that service the Fort McMurray region and our oil sands development, and constructed a much-needed truck staging area. In addition, a 70 km section of Highway 63 was repaved along with passing lanes at three locations for the safety of motorists. The Ministry also completed the major interchange at the junction of Highways 1, 9 and 797, and upgraded the north Innisfail interchange at Highway 2 from a cloverleaf to a modern diamond design for improved traffic safety.

Forged ahead with the Alberta Traffic Safety Plan

Alberta Transportation continued to implement the "Alberta Traffic Safety Plan: Saving Lives on Alberta's Roads" to reduce traffic-related deaths and injuries in the province. This included key actions to help prevent motor vehicle collisions, enforce traffic laws, build safer roads, and better educate Albertans about traffic safety.

The 2008-2010 Alberta Traffic Safety Communications Plan was launched, and promoted safe driving habits and positive driver attitudes to reduce traffic collisions. The Community Mobilization Strategy engaged and supported local law enforcement, health, education, and industry groups in meeting community-based Alberta Traffic Safety Plan objectives. This included the development of an Aboriginal Traffic Safety Strategy in collaboration with Métis and First Nation Elders and other stakeholders.

The Ministry continued to discourage impaired driving to make Alberta's roads safer, and introduced the new mandatory Ignition Interlock Program. Drivers under this program are required to have an alcohol sensor attached to their vehicle ignition before being allowed to drive. The province also became the first in Canada to pass legislation that enables licence suspensions for drug impairment offences. The Enhanced Alberta Checkstop Program with over 46 Checkstops also helped to make Alberta's roads safer.

Strengthened viability of airports

In keeping with the province's commitment to a world-class road-air-rail transportation system for Albertans, the Ministry provided support for municipalities to maintain small airports across the province under the Community Airports Program. The Ministry also entered into consultation with the federal government on Open Skies agreements which allow for unlimited air access with other countries. Opening Alberta's skies will increase trade opportunities, decrease the cost of doing business, and create new jobs as a result of enhanced tourism.

Supported municipal transportation solutions

Alberta Transportation continued to support municipalities through grant funding to help them develop and upgrade their transportation infrastructure, and provide effective transportation solutions. Key projects included:

- widening of the Quesnell Bridge on Whitemud Drive and 137 Avenue in Edmonton,
- expanding Edmonton's Light Rail Transit (LRT) system to include two new stations,
- extending the Northwest line of Calgary's Light Rail Transit system,
- initiating the Transportation Utility Corridor Strategy to support the construction of the ring roads by planning for major power lines, pipelines, and municipal water and wastewater systems.

Provided for safe water and wastewater treatment

Alberta Transportation continued to address the erosion of Alberta's northern farmlands into surface water. It participated in three rehabilitation projects that involved the reconstruction of drainage ditches and initiated four more to provide clean water.

The Ministry completed rehabilitation of 80 per cent of the Carseland-Bow River Headworks system to increase canal capacity and allow for the efficient filling of the McGregor and Travers Reservoirs. Other projects completed to provide communities with assured water supply were the Reesor and Spruce Coulee dam rehabilitation near Cypress Hills, and the raising of dykes and rehabilitation of the cross drain around the town of Drumheller.

In addition, Alberta Transportation funded a number of projects to support the implementation of the *Water for Life Strategy*, provided $34 million of the $103 million to assist in the construction of Fort McMurray's wastewater treatment and water treatment facilities, and continued working on a 142 km project to bring treated water to the people of Halkirk, Coronation, Castor, Veteran, and Consort in central Alberta.

Performance Measures Highlights

Goal	Measure	Target	Result
Core Business One: Developing and preserving the provincial highway network			
Goal 1: Alberta's provincial highway network connects communities, and supports social and economic growth	1.a. Physical Condition of Provincial Highways *Reviewed by Auditor General	Good 58.7% Fair 25.5% Poor 15.8%	58.6% 26.3% 15.1%
	1.b. Functional Adequacy of Highways: Percentage of provincial highways that meet current engineering standards	79.4%	82.2%
	1.c. Construction Progress on the North South Trade Corridor: Percentage of four-laning open to travel	90.0%	90.4%
	1.d. Ring Roads in Edmonton and Calgary: Percentage of ring roads open to travel	40.0%	38%
Core Business Two: Managing provincial transportation safety			
Goal 2: Alberta has the safest and most efficient road and rail system in Canada	2.a. Seat Belt Usage: Percentage of vehicle occupants wearing seat belts	N/A	88.9% (2007)
	2.b. Involvement of Drinking Drivers in Casualty Collisions: *Reviewed by Auditor General		
	♦ Percentage of drivers involved in injury collisions who had consumed alcohol	4.6%	5.3%
	♦ Percentage of drivers involved in fatality collisions who had consumed alcohol	18.7%	22.5%
	2.c. Mechanical Safety of Commercial Vehicles: Percentage of inspected vehicles requiring on-site adjustments	21.9%	28.6%

Performance Measures Highlights (continued)

Goal	Measure	Target	Result
Core Business Three: Developing partnerships to support Alberta's interests in an integrated transportation system			
Goal 3: Alberta's policy and program interests in an integrated road, air, rail and port transportation system are well represented	3.a. Client Satisfaction Survey: Percentage of municipal partners satisfied with overall quality of service *Reviewed by Auditor General. The Client Satisfaction Survey is completed every two years.	N/A	96%* (2007)
Core Business Four: Support provincial and municipal water management systems			
Goal 4:Alberta has safe and effective provincial and municipal water management infrastructure	4.a. Progress on Construction of Major Water Management Construction Projects: Percentage of Carseland/ Bow River rehabilitation completed *Reviewed by Auditor General	78%	80%

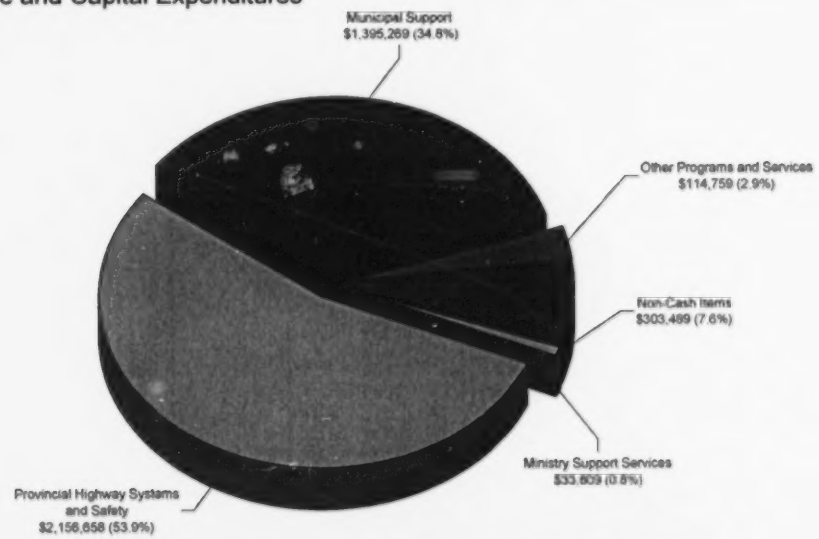
Financial Highlights

The Ministry of Transportation spent $4 billion in 2008-09, ending on March 31, 2009: $2.3 billion in Expenses and $1.7 billion in Capital Investments. Of the $4 billion:

- $2.2 billion (54%) supported provincial highway systems and safety, including the construction of the Edmonton and Calgary Ring Roads, and Provincial Highway Rehabilitation and Maintenance,
- $1.4 billion (35%) supported various Municipal Support grant programs
- $452 million (11%) supported other programs and services, including amortization of capital assets.

	2009		2008
	Budget	Actual	Actual (Restated)
Expenses	2,216,026	2,266,322	2,022,184
Loss on Disposal of Tangible Capital Assets		(11,408)	(2,640)
Net Operating Results	(1,921,558)	(1,879,241)	(1,774,954)
Capital Expenditures	$1,915,991	$1,729,663	$1,562,451

Expense and Capital Expenditures



	2009	2008 (Restated)
Assets	$1,729,663	$1,562,451
Liabilities	$1,079,961	$662,960
Net Assets	$649,834	$899,491

Our Operations

Alberta Transportation

Gary Boddez , Deputy Minister, Oversees the Department of Transportation

Transportation & Civil Engineering Division

Tim Hawnt
Assistant
Deputy Minister
780-422-2184

- Provides executive support to the Deputy Minister and Minister.
- Is responsible for the planning, programming and delivery of provincial highway construction and rehabilitation projects, as well as numerous special projects, such as the North-South Trade Corridor.
- Manages highway maintenance activities throughout the province.
- Manages municipal transportation, water/wastewater and other grant programs (such as Alberta Municipal Infrastructure Program, Infrastructure Canada-Alberta Program and Canada-Alberta Municipal Rural Infrastructure Fund).
- Oversees the construction, rehabilitation, upgrading, and non-operational maintenance of provincially-owned water management infrastructure.

Transportation Safety Services Division

Shaun Hammond
Assistant
Deputy Minister
780-415-1146

- Provides executive support to the Deputy Minister and Minister.
- Is responsible for implementing Alberta's Traffic Safety Plan.
- Oversees vehicle/driver safety, driver licensing, road safety programs, driver licence enforcement, impaired driving intervention programs, dangerous goods control, and monitoring of the motor carrier industry and provincial railways.

Policy & Corporate Services Division

Alan Humphries
Assistant
Deputy Minister
780-415-1339

- Provides shared services and support including Strategic Policy, Legislative Planning and FOIP, Finance, and Information Management to the Ministries of Infrastructure and Transportation.
- Provides executive support to the Deputy Minister and Minister for both ministries.
- Develops and influences national and international policies related to all modes of transportation, and supports other initiatives such as barrier-free transportation, climate change initiatives, and border crossing issues.
- Leads major program/policy reviews of government owned and supported facilities.
- Develops and plans ministry budgets and oversees all financial policies, processes, and controls.

Our Operations (continued)

- Develops and manages department business planning and reporting along with enterprise risk management, changes to existing legislation and regulations, and processes Orders in Council, Ministerial Orders, and other legislative documents.
- Manages the Freedom of Information and Protection of Privacy (FOIP) process for the department.
- Provides information management support as well as automated records services for all Ministry locations within the province.
- Leads the development of the Southwest Calgary Ring Road Project and related negotiations with the Tsuu T'ina Nation, Government of Canada and the City of Calgary.

Communications

Jerry Bellikka
Director
780-415-1841

- Provides strategic communications planning and consultation for the offices of the Minister, Deputy Minister and the department.
- Services include media relations, issues management, communications planning, website content, preparation of speeches and news releases, advertising copy and other support materials, graphic design support, answering and coordination of the department's information line, website correspondence, and coordination of communications during dangerous goods incidents.

Human Resources

Lynn Cook
Executive Director
780-415-8711

- Provides Human Resources support for the departments of Infrastructure and Transportation, the associated offices of the Minister, Deputy Minister, and the Alberta Transportation Safety Board.
- Is responsible for the coordination of human resource planning activities and strategic human resource consulting to line managers to assist in the achievement of department business plan goals.
- Coordinates the development and implementation of human resource policies, programs and strategies, and provides education and Human Resource information for managers and supervisors to help them fulfill their leadership roles.
- Provides quality assurance and contract management for transactional human resource activities. Activities include classification, job evaluation, recruitment and selection, training and development, employee relations and occupational health and safety services.

Our Operations (continued)

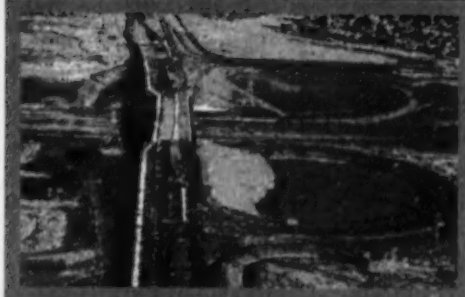
Alberta Transportation Safety Board

Ron Smitten
Chair
780-415-0677

The Alberta Transportation Board conducts fair, timely and independent appeals of driver, vehicle and safety decisions in accordance with the principles of natural justice.

- The Alberta Transportation Safety Board functions as the final administrative authority charged with making driver/operator's licence determinations. In addition, the Board functions as the appeal body for decisions of the Registrar relating to driver training schools, instructors, examiners, vehicle inspection stations, inspection technicians, operating authority certificates, safety fitness certificates, carrier safety ratings, exemption permits under section 62 of the Traffic Safety Act, and administrative penalties imposed by the Registrar.
- The Board hears appeals under the Railway (Alberta) Act.
- The Board conducts hearings on driver conduct; the reinstatement of licences for suspended drivers through the Alberta Administrative Licence Suspension Program (AALS), and the Alberta Zero Alcohol Tolerance Program (AZAT); impaired driving convictions through the Ignition Interlock Program, and early release of vehicles under the Vehicle Seizure Program.

Results Analysis



Deputy Minister's Message

By any measure, 2008-09 was an exceptionally challenging period for the Ministry of Transportation, but also a most productive one. I was pleased to be appointed Deputy Minister and have the opportunity to help the Ministry achieve its goals and objectives.

The Ministry offered significant support for Alberta government priorities, and provided roads, water programs and other infrastructure to address Alberta's growing economy and population. A considerable part of our efforts were related to what was likely the Ministry's busiest-ever highway construction season.

We also made great strides in our goals for transportation safety. We continued to implement the Alberta Traffic Safety Plan and encourage safe driving habits as well as safe vehicles and roads. In collaboration with partners across the province, we successfully contributed to keeping traffic fatalities and injuries from escalating along with the province's population growth.

We conducted a review of municipal grants that help municipalities maintain and expand their transportation infrastructure so we could improve services for our local partners.

Minister Ouellette and I well know that employees are the heart of any successful organization. Accordingly, Transportation continues to foster a corporate culture where staff are treated with respect, acknowledged for their efforts and encouraged to pursue opportunities for development.

In fact, our Ministry not only focused on being a Centre of Excellence in Transportation but also a centre of excellence in leadership. We kept developing new ways of doing things and finding better ways of accomplishing the things we already do. For example, we successfully implemented a shared services agreement with Alberta Infrastructure to share corporate expertise and services such as Human Resources, Finance, Information Management, Legislative Planning, and FOIP. In addition, our managers gathered together in the fall to look at how we can strengthen our leadership skills and our demonstration of Alberta's public service values: respect, integrity, excellence, and accountability.

Without a doubt, Transportation will face many challenges in the time ahead. I will do my utmost to provide strong support to the Minister and help the Ministry achieve its business plan goals and objectives. I know our staff throughout the province will continue to demonstrate their dedication and commitment to serving Albertans.

Original signed by

Gary Boddez
Deputy Minister, Transportation
September 8, 2009

AUDITOR GENERAL *Alberta*

REVIEW ENGAGEMENT REPORT

To the Members of the Legislative Assembly

I have reviewed the performance measures identified as "Reviewed by Auditor General" included in the Ministry of Transportation's *2008-09 Annual Report*. These performance measures are prepared based on the following criteria:

- Reliability – Information agrees with the underlying data and with sources used to prepare it.
- Understandability and Comparability – Actual results are presented clearly and consistently with the stated methodology and presented on the same basis as targets and prior years' information.
- Completeness – performance measures and targets match those included in Budget 2008. Actual results are presented for all measures.

My review was made in accordance with Canadian generally accepted standards for review engagements and, accordingly, consisted primarily of enquiry, analytical procedures and discussion related to information supplied to me by the Ministry. My review was not designed to provide assurance on the relevance of these performance measures.

A review does not constitute an audit and, consequently, I do not express an audit opinion on these performance measures.

Based on my review, nothing has come to my attention that causes me to believe that the "Reviewed by Auditor General" performance measures in the Ministry's *2008-09 Annual Report* are not, in all material respects, presented in accordance with the criteria of reliability, understandability, comparability, and completeness as described above. However, my review was not designed to provide assurance on the relevance of these performance measures.

[Original signed by Fred J. Dunn]
FCA
Auditor General

Edmonton, Alberta
August 17, 2009

Core Business 1:

■■■■ Developing and preserving the provincial highway network

The Ministry manages the planning, design, construction and preservation of our provincial highway network. It sets standards for provincial highways, and uses innovative, cost-effective practices and partnerships to build and maintain roads, bridges, and overpasses.

Goal 1: Alberta's provincial highway network connects communities, and supports social and economic growth

Alberta's provincial highway network is the backbone of the province and road-rail-air transportation system. The provincial highway network connects Albertans and their communities to one another and to the rest of the continent safely and quickly. It allows businesses and industries, and farmers and ranchers to deliver their goods and services to provincial, national, and international markets efficiently. Therefore, the Ministry will continue to develop and maintain the highway network to support the province's growth. The Ministry will also work with other levels of government and partners to help develop an integrated road, rail, and air transportation system linking Alberta's municipalities.

Summary of strategies undertaken

1.1 Improved the provincial transportation network to support economic growth in areas such as the Regional Municipality of Wood Buffalo, Grande Prairie and the Industrial Heartland.

1.2 Continued to plan, design and construct ring roads in Calgary and Edmonton, in keeping with projected growth.

1.3 Continued to develop access routes and inter-modal trade corridors to better connect Alberta to the United States and other world markets, including the CANAMEX North-South Trade Corridor and the Asia Pacific Gateway and Corridor Initiative.

1.4 Developed options for a Provincial Freeway Corridor Management Plan to address long-term development along the side of roadways.

1.5 Adopted new ways to improve the maintenance of existing provincial highways and reduce associated capital costs.

1.6 Continued to implement the state-of-the-art Transportation Infrastructure Management System (TIMS).

1.7 Implemented a multi-jurisdictional routing and permitting module for the Transportation Routing and Vehicle Information System (TRAVIS) permitting system.

Alberta's provincial highway network...

- The estimated 2007 replacement value of Alberta's network is $61 billion
- The network comprises almost 31,000 km; 24,851 are paved
- Average life expectancy of a road in Alberta is 16 years due to extreme weather conditions and the amount of use
- 76 road weather stations record highway conditions online.

Core Business 1: ■■■■ Results

The Ministry focused its efforts on preserving Alberta's transportation system, and expanding the capacity of the system to support economic opportunities as well as the growth and liveability of our communities.

Urban ring roads increase access and mobility

- Moved ahead with the construction of the ring roads for Edmonton and Calgary to reduce congestion and provide vital transportation links for the two regions.

  The Ministry continued with the construction of Calgary Stoney Trail northwest and northeast to reduce traffic congestion and provide a vital transportation link for the Calgary region. These sections are expected to be open to traffic in the fall of 2009. Procurement was also initiated for the construction of the Stoney Trail southeast and completion of the Scenic Acres Link/Tuscany Boulevard Interchange is anticipated for the fall of 2009.

  In Edmonton, the Ministry accelerated the work on Edmonton's Stony Plain Road/ Anthony Henday Drive Interchange by combining the design and construction of the project into one contract so that the interchange will be open to traffic one year sooner. Also, construction started on the 21 km section of Anthony Henday Drive northwest which will be complete in the fall of 2011. Both of these projects will significantly reduce traffic congestion on the existing network.

Strategic routes support economic and community growth

- Completed more than 90 per cent of the twinning on the North-South Trade Corridor that runs from Mexico through Alberta to Alaska to enable the safe transport of people and goods to national and international destinations.

- Twinned the first and one of the highest volume sections of the 240 km of Highway 63 that services the Fort McMurray region and the oil sands development, and constructed a much-needed staging area for northbound trucks that carry some of the highest tonnage in Canada. In addition, a 70 km section of Highway 63 was repaved along with passing lanes at three locations for the safety of motorists.

- Upgraded the north Innisfail interchange from a cloverleaf to a modern diamond design to improve traffic safety and make it safer for the 30,000 vehicles that travel this part of the Queen Elizabeth II Highway each day.

- Constructed a major interchange at the junction between Highways 1, 9 and 797 to address the very heavy volumes of commuter and inter-region traffic in this area. Traffic volumes have increased due to Calgary's growth and the popularity of using Highway 9 to access Drumheller, Hanna, and the Saskatchewan border.

Highway rehabilitation secures Alberta's investment in the transportation system

- Preserved the life of the existing provincial highway system. The Ministry paved 1,342 km of roadways and preserved 78 bridges to enable economic opportunity and enhance the quality of life in Alberta's communities.

- Highlights include the repaving of the highways between Leduc and Edmonton, Crossfield and Acme, Beiseker and Drumheller, Red Earth and Lubicon Lake. Major bridge projects included: the Athabasca River Bridge in Fort McMurray, the Smokey River Bridge near Watino, the Yankee Valley Road interchange in Airdrie, as well as the new Milk River Bypass.

- Worked with industry to adopt the use of quad axle logging trucks and tridem drive concrete trucks to replace the existing, less pavement-friendly trucks. This will prolong the life of paved highways, and reduce both the amount and cost of roadway reconstruction and maintenance needed.

- Expanded the Transportation Infrastructure Management System (TIMS) by implementing a Network Expansion Support System, a new mapping program called WebMapV2, and the Automated Vehicle Location System. TIMS uses a unique web-based knowledge system to ensure that Alberta's highway assets and annual capital investments are managed for optimum lifetime performance, and improve road safety and environmental sustainability.

- Initiated a pilot project to extend the Transportation Routing and Vehicle Information System (TRAVIS) to support improved issuance of permits for the province and all the cities and counties in Alberta. TRAVIS is used to apply for, analyze, and issue overweight/over dimensional truck permits for Alberta. The pilot project provides the trucking industry with a streamlined permitting system by ensuring better coordination of provincial and municipal permit information and employing less manpower.

Core Business 1: Performance Measures Results

■■■■ Measure 1.a: Physical Condition of Provincial Highways

In prior years, the Office of the Auditor General applied specified procedures to all ministry performance measures included in the annual report. In the current year the Office of the Auditor General conducted a limited assurance engagement (review) of a selection of performance measures that are identified in the annual reports as "Reviewed by Auditor General". The measures were selected for review by ministry management based on the following criteria established by government.

- Enduring measures that best represent the goal and mandated intitatives
- Measures have well established methodology and reporting of data
- Meausres have outcomes over which the government has a greater degree of influence
- Each goal has at least one reviewed performance measure.

Definition

This measure represents the percentage of the paved highway network that is in good, fair or poor condition. The International Roughness Index (IRI) is used to measure the roughness of roads and to categorize overall physical condition. The segments in poor and fair conditions are those that require attention now or in the near future.

Rationale

The measure was established to ensure the quality of the paved highway network is sustainable, and to support the safety and efficient movement of commuter, business, commercial and pleasure traffic. It links to the Government of Alberta 2008-11 Strategic Business Plan Goal 10, "Alberta will have effective and efficient transportation infrastructure."

Core Business 1: Performance Measures Results

■■■■ Measure 1.a: Physical Condition of Provincial Highways

(continued)

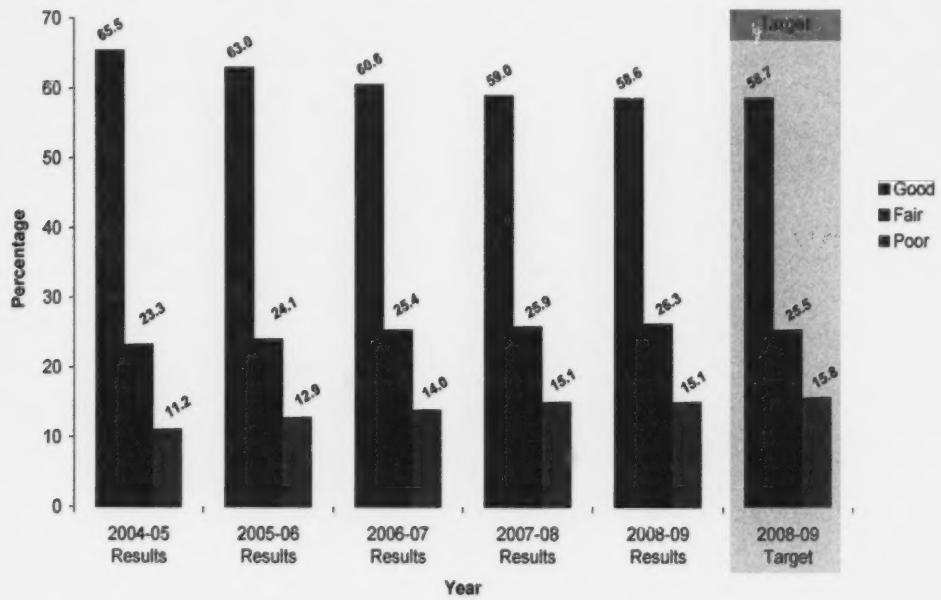
Results Discussion

In 2008-09, 58.6 per cent of paved highways were in good condition, 26.3 per cent were rated fair, and 15.1 per cent were in poor condition. Although the percentage of paved highways in fair condition exceeded the target, the overall trend indicates a continuting deterioration. The pavement structures are aging and will require additional funding to address the backlog of highway sections deteriorating to poor condition.

(For more details on the methodology used to calculate the performance measures, and trends that may impact them please refer to Appendix A.)

Reviewed by the Auditor General

Physical Condition of Provincial Highways



Core Business 1: Performance Measures Results

■■■■ Measure 1.b: Functional Adequacy of Provincial Highways

Definition

This measures the percentage of provincial highways that meet target criteria for functional adequacy. A provincial highway is functionally adequate if the roadway meets acceptable width standards, has horizontal curves that allow normal travel speeds, has a paved surface where required, is free of road bans, and has had final paving completed as planned.

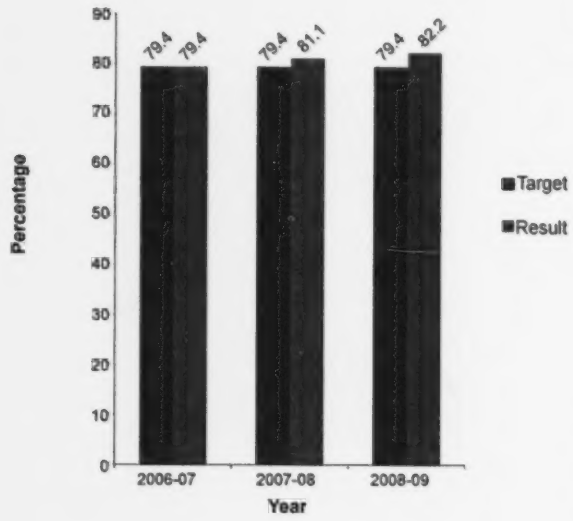
Rationale

The measure was established to ensure that the existing highway network is upgraded where necessary to meet standards and support traffic safety. It also has components that consider truck traffic restrictions and the timely completion of staged pavements.

Results Discussion

82.2 per cent of provincial highways were functionally adequate, slightly exceeding the target.

Percentage of Provincial Highways Functionally Adequate

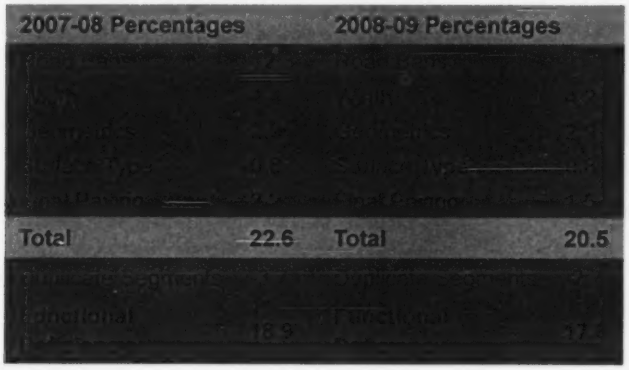


Core Business 1: Performance Measures Results

■■■■ Measure 1.b: Functional Adequacy of Provincial Highways

(continued)

The functional adequacy of provincial highways generally improved from 2007-08:



1. Road Ban deficiencies decreased from 12.3 per cent to 11.1 per cent as a result of road improvement projects and good weather conditions.
2. The slight decrease in width deficiency is attributed to decreased traffic activity on several sections of provincial highways, bringing these sections to an appropriate standard under the 3R/4R guidelines.
3. Final paving deficiencies also decreased due to recent paving projects, while geometric and surface type deficiencies remained unchanged.

Core Business 1: Performance Measures Results

■■■■ Measure 1.c: Construction Progress on the North-South Trade Corridor

Definition

This measure represents the percentage of the North-South Trade Corridor (urban and rural) twinned and open to travel. The North-South Trade Corridor forms part of the CANada/ AMerica/MEXico (CANAMEX) Corridor linking the three countries and stretching from Anchorage, Alaska to Mexico City, Mexico. The corridor extends from Coutts at the Alberta-Montana, U.S. border, to Demmit at the Alberta-British Columbia border west of Grande Prairie and also connects Alberta to the Alaska Highway. It consists of approximately 1,170 km of highway, of which nearly 100 km are within various city limits.

Rationale

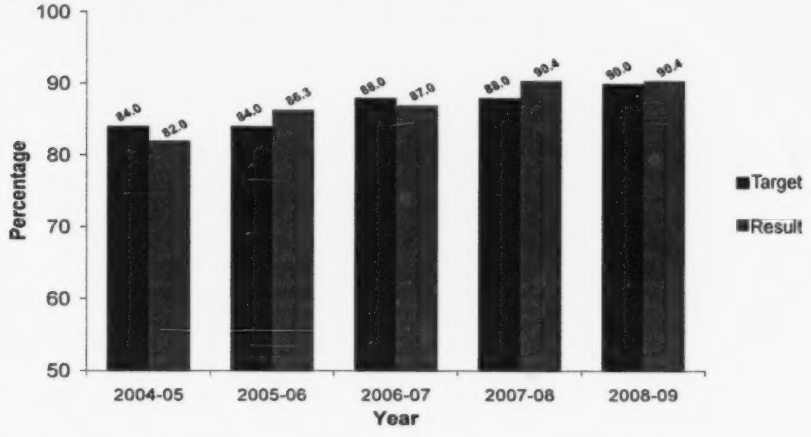
The goals of the CANAMEX Corridor are to improve the north-south flow of goods and people, increase transport productivity and reduce transport costs, promote a seamless and efficient inter-modal transport system, and reduce administrative and enforcement costs through harmonized regulations. Alberta's North-South Trade Corridor is a key component of the CANAMEX Corridor and is vital to the efficient movement of goods across the Canada-U.S. border at Coutts.

The measure supports a number of 2008–2011 Government of Alberta Strategic Business Plan goals, particularly Goal 10, 'Alberta will have effective and efficient transportation infrastructure'. Measuring the completion of North-South Trade Corridor twinning also helps tracking of major provincial and international trade routes being developed. As trade with the U.S. and Mexico grows, the trucking industry must be able to respond to the demands generated by the opening of new markets, just-in-time manufacturing, retailing, and e-business. Continued twinning of the North-South Trade Corridor will enhance traffic safety and reduce costs for the trucking industry through operational savings.

Results Discussion

Alberta Transportation has completed twinning 90.4 per cent of the North-South Trade Corridor, slightly surpassing its 2008-09 target of 90.0 per cent.

Percentage of Four-laning Open to Travel



Core Business 1: Performance Measures Results

■■■■Measure 1.d: Ring Roads in Edmonton and Calgary

Definition

This measure represents the percentage of ring roads in Edmonton and Calgary open to multi-lane travel. The total corridor length when completed will be approximately 99 km around Calgary and 80 km around Edmonton.

Rationale

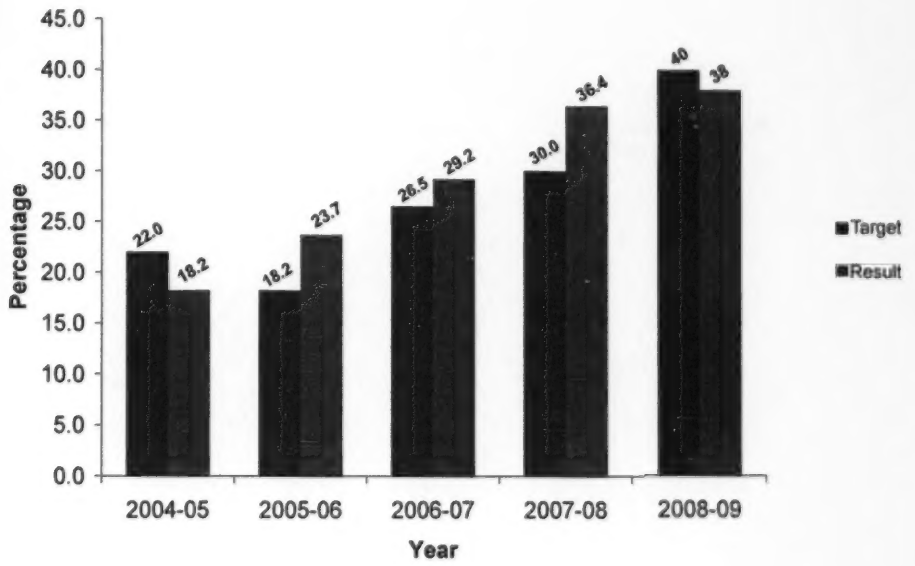
The development of ring roads around Alberta's two major metropolitan areas is of paramount importance to the economic development of the province. Besides accommodating traffic growth in Edmonton and Calgary, the ring roads enable the efficient movement of goods and people into and out of the two metropolitan areas and their surrounding regions.

The measure directly supports the 2008-2011 Government of Alberta Strategic Business Plan Goal 10, 'Alberta will have effective and efficient transportation infrastructure', in addition to Goal 1, 'Alberta will have a prosperous economy', and Goal 3, 'The high quality of Alberta's environment will be sustained'.

Results Discussion

At the end of 2008-09, 38 per cent of the ring roads were open to travel compared to the target of 40 per cent. The target was based on opening Stoney Trail (Calgary ring road) from Country Hills Boulevard to Beddington Trail. Due to a wet spring in Calgary, however, the construction season was shortened by one month and Stoney Trail could only open from Country Hills Boulevard to Sarcee Trail.

Percentage of Ring Roads Open to Travel



Core Business 2:

■■■■ Managing provincial transportation safety

The Ministry leads the Alberta Traffic Safety Plan, and policies, education, information and enforcement programs to improve driver, vehicle, road, and rail safety. The Ministry ensures that driver programs and licensing standards are in place, manages driver records and problem drivers, implements programs to address impaired driving, delivers and enforces vehicle and commercial carrier safety and permit programs, monitors the handling and transport of dangerous goods, and oversees the safe operation of provincial railways.

Goal 2: Alberta has the safest and most efficient road and rail system in Canada

Albertans want to know that the province's roads and railways are among the safest in Canada to use, and that drivers and operators practice high standards of safety. Therefore, the Ministry will continue to take a wide range of legislative, public awareness, education, enforcement and engineering initiatives to promote traffic safety in Alberta, including driver, commercial operator, and vehicle safety as well as safe operation of provincial railways. In addition, the Alberta Transportation Safety Board will continue to act in the interest of public safety to remove or keep unsafe drivers off the road.

Summary of strategies undertaken

2.1 Continued to implement the Alberta Traffic Safety Action Plan to reduce fatalities and injuries on Alberta roadways.
2.2 Developed legislation, policies, and regulations to support provincial traffic safety programs.
2.3 Launched the Alberta Traffic Safety Plan Community Mobilization Strategy to enhance collaboration with all stakeholders and improve transportation safety plans, programs, and services.
2.4 Enhanced the Alberta Graduated Driver Licensing Program.
2.5 Improved the integrity of driver testing and the reliability of the road testing system.
2.6 Improved highway safety by enhancing national driver licence agreements.
2.7 Ensured commercial vehicle safety through effective inspection, monitoring and enforcement of the National Safety Code.
2.8 Supported economic development through programs that improve operating efficiency and best practices in the motor transportation sector.
2.9 Provided vehicle safety programs and standards to prevent unsafe vehicles from operating on Alberta highways.
2.10 Improved highway safety through Intelligent Transportation Systems.

Alberta has:

- 2,684,703 licensed drivers
- More than 2,400 provincially licensed inspection facilities in the Commercial Vehicle program that conduct over 223,000 inspections of commercial vehicles every year
- More than 50 million tons of goods that are shipped by rail from Alberta to other destinations and markets.

Core Business 2: ■■■■ Results

The Ministry continued to implement the "Alberta Traffic Safety Plan: Saving Lives on Alberta's Roads", including key initiatives to help prevent motor vehicle collisions, enforce traffic laws, build safe roads, and educate all Albertans about traffic safety.

Safe Drivers – Safer Roads

- Launched the 2008- 2010 Alberta Traffic Safety Communications Plan, and promoted safe driving habits and positive driver attitudes to reduce traffic collisions. This included a new traffic safety campaign called *The Cure* which shows how bad driving can be prevented by changing the way drivers behave on Alberta roads, as well as a Traffic Safety Plan Calendar that targets traffic safety issues into a social marketing plan and enforcement plan each month of the year.

- Implemented the Community Mobilization Strategy which engaged and supported local law enforcement, health, education, and industry groups in meeting community-based Alberta Traffic Safety Plan objectives. This included the development of an Aboriginal Traffic Safety Strategy in collaboration with Métis and First Nation Elders and other stakeholders.

- Discouraged impaired driving to make Alberta's roads safer, and introduced the new mandatory Ignition Interlock Program. Drivers under this program are required to have an alcohol sensor attached to their vehicle ignition before being allowed to drive. The province also became the first in Canada to pass legislation that enables licence suspensions for drug impairment offences.

- Under the Enhanced Alberta Check Stop Program, participated in over 46 check stops to make Alberta roads safe and collision free. The program was established in partnership with the Alberta Sheriffs as an awareness and educational tool, in addition to being an enforcement initiative that draws on resources of law enforcement agencies throughout the province.

- Reviewed and evaluated the Graduated Driver Licensing Program to ensure drivers gain driving experience through a limited risk environment.

- Implemented an improved driver knowledge testing system to better facilitate learning and testing of new drivers. The system allows for the computer based Alberta Class 7 Learner Driver's Licence to be taken in nine different languages: Arabic, Chinese (traditional), French, Hindi, Punjabi, Spanish, Tagalog (Philippines), Vietnamese, and English.

- Introduced a new driver examination process which allows registry agents to sell road test permits while assigning driver examiners out of their registry office to enhance the integrity and reliability of the driver testing system.

Core Business 2: ■■■■ Results (continued)

Safe Vehicles

- Began implementing all ten recommendations from the government's report, *"Ensuring the Safety of our Children: A Report of School Bus Safety in Alberta"*, to enhance the safety of school bus transportation. School buses are the primary transportation for students under the age of 13.

- Amended the *Use of Highway and Rules of the Road Regulation* to assist business and consumers to better understand regulations related to power bicycles and mopeds which share the roads with cars, trucks, and other vehicles. These amendments addressed the classification of power bicycle and moped vehicle types and licensing requirements.

- Consolidated and updated nine regulations into the *Commercial Vehicle Safety Regulation* and updated the *Vehicle Equipment Regulation* to make Alberta's vehicle safety rules more consistent and roads safer for Albertans and the trucking industry.

- Implemented a mandatory written trip inspection requirement for all commercial vehicles to ensure that commercial vehicles on Alberta roads follow the National Safety Code and comply with all Commercial Vehicle Regulations.

- Conducted more comprehensive monitoring of licensed vehicle inspection facilities, and vehicle inspection programs to ensure accountability by those who are responsible for truck maintenance, inspections, and safety.

Core Business 2: Performance Measure Results

■■■■ Measure 2.a: Seat Belt Usage

Description

This measure reflects the percentage of seat belt use for light duty vehicles in the province. A comparison with national results is also included.

Rationale

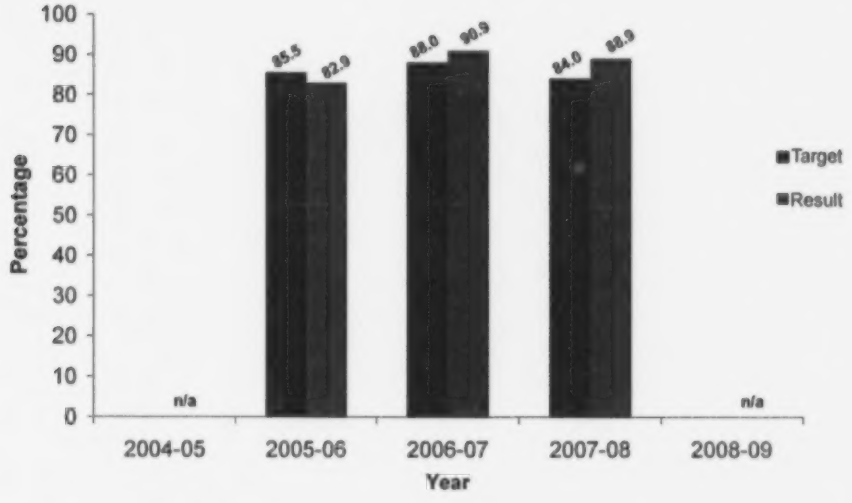
The Ministry continually promotes the use of seat belts as one of its many strategies to improve safety in Alberta. By tracking seat belt usage, compliance rates can be identified and further analyzed to determine methods of improvement. This measure links to Goal 7 of the Government of Alberta 2008-2011 Strategic Business Plan, 'Alberta will be a safe place to live, work and raise families'.

Results Discussion

Alberta's combined urban/rural seat belt use in 2007 was 88.9 per cent, slightly lower than the 2006 rate of 90.9 per cent. The Ministry's target is to reach compliance rates of 95 per cent by 2010, consistent with the national target.

Transport Canada did not conduct a survey of seat belt use in 2008 but will be conducting its next survey of seat belt use in rural areas in the fall of 2009. At that time, Alberta will conduct a survey of seat belt use in urban areas. Combined results from both sources will provide an overall provincial seat belt use rate for 2009.

Percentage of Vehicle Occupants Wearing Seat Belts - Alberta (Rural and Urban)



Core Business 2: Performance Measure Results

■■■■ Measure 2.a: Seat Belt Usage

(continued)

Percentage of Vehicle Occupants Wearing Seat Belts

1. Survey results for 2003 are for front seat occupants only. Surveys after 2003 include all vehicle occupants. Combined results from Transport Canada 2002 rural and 2003 urban survey.
2. Results from Transport Canada 2004 rural and 2005 urban survey.
3. Results from Transport Canada 2005 urban and 2006 rural survey.
4. Results from Transport Canada 2006 rural survey and Alberta 2006 urban survey.
5. Result from Transport Canada 2006 rural survey.
6. Results from Transport Canada 2006 rural and 2007 urban survey.

Core Business 2: Performance Measure Results

■■■■ Measure 2.b. Drinking Drivers in Casualty Collisions:

(i) Percentage of Drivers in Injury Collisions who had Consumed Alcohol

Description

Measure 2.b represents the percentage of vehicle operators involved in casualty collisions, fatal and injury, who were judged to have consumed alcohol before the collision. Measure 2.b.i relates to injury collisions.

Rationale

In its continued effort to educate drivers about the dangers of drinking and driving, the Ministry monitors through Measure 2.b.i the percentage of drivers involved in injury collisions who had consumed alcohol prior to the collisions. The measure links to Goal 7 of the Government of Alberta 2008-2011 Strategic Business Plan, 'Alberta will be a safe place to live, work and raise families'.

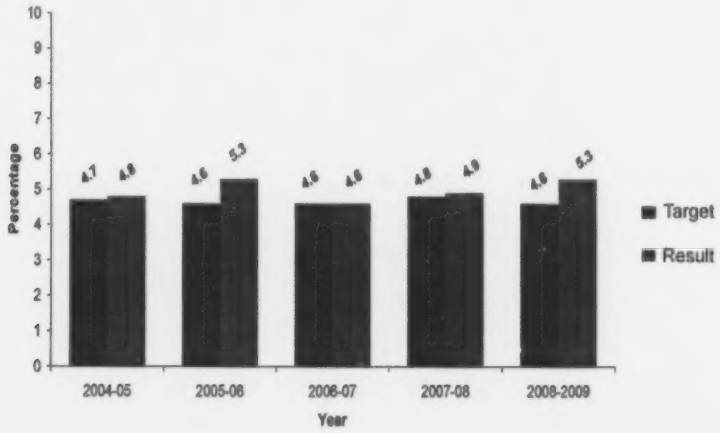
Results Discussion

In 2008-09, there were a total of 22,865 drivers involved in casualty collisions in the province for whom a driver condition was specified on the collision report form.

5.3 per cent of drivers who were involved in injury collisions were judged to have consumed alcohol prior to the collision, exceeding the target of 4.6 per cent. This figure represents an increase of 0.4 per cent from 2007-08 largely due to Alberta's overall population growth. As the severity of the collision increased, the involvement of alcohol dramatically increased.

Reviewed by the Auditor General

Percentage of Drivers Involved in Injury Collisions Who Had Consumed Alcohol



Core Business 2: Performance Measure Results

■■■■ Measure 2.b Drinking Drivers in Casualty Collisions:

(ii) Percentage of Drivers in Fatality Collisions who had Consumed Alcohol

Description
Measure 2.b.ii represents the percentage of vehicle operators involved in fatal collisions who were judged to have consumed alcohol before the collision.

Rationale
In its continued efforts to educate drivers about the dangers of drinking and driving, the Ministry monitors, through this measure, the percentage of drivers involved in fatal collisions who consumed alcohol prior to the collisions. This measure links to Goal 7 of the Government of Alberta 2008-2011 Strategic Business Plan.

Results Discussion
In 2008-09, there were a total of 445 drivers involved in fatal collisions in the province for whom a driver condition was specified on the collision report form. Of these drivers, 22.5 per cent were judged to have consumed alcohol prior to the collision, exceeding the target of 18.7 per cent. The results show an increase of 0.2 per cent from 2007-08 largely due to Alberta's overall population growth.

In order to educate current and future drivers of the dangers of drinking and driving, Alberta Transportation and its traffic safety partners continue to undertake awareness, education and enforcement programs throughout the year. Initiatives like the Ignition Interlock Program and periodic check stops also deter drinking and driving. Since its inception in 1999, the Alberta Administrative Licence Suspension (AALS) program has resulted in 66,001 suspensions of Alberta drivers who were charged with having a breath or blood sample over 0.08 blood alcohol level or refusing a breath or blood sample demand. The Graduated Driver Licensing Program includes a zero alcohol tolerance provision which continues while a driver is in either the learner or probationary category, and has resulted in 3,706 Alberta Zero Alcohol Tolerance (AZAT) suspensions since 2003.

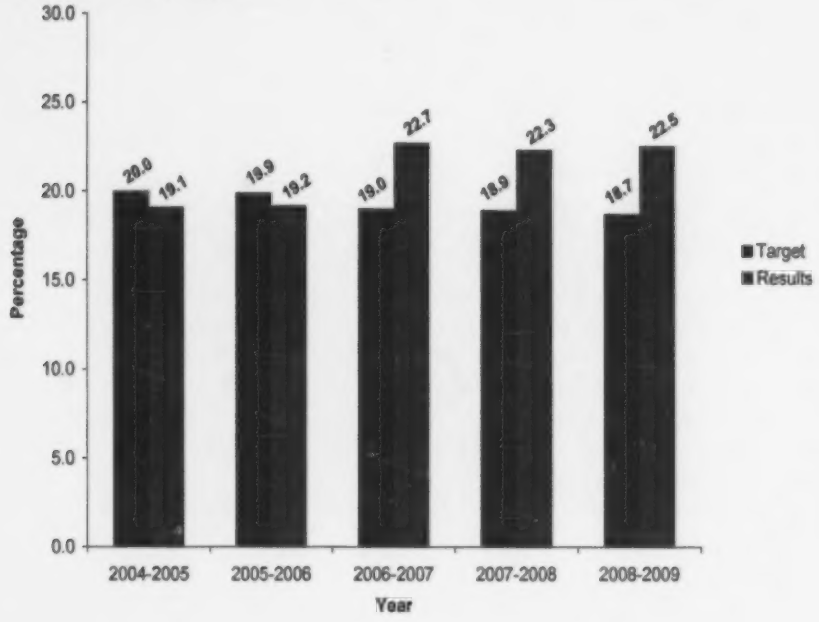
Core Business 2: Performance Measure Results

■■■■ Measure 2.b Drinking Drivers in Casualty Collisions:

(continued)

Reviewed by the Auditor General

Percentage of Drivers Involved in Fatal Collisions Who Had Consumed Alcohol



Core Business 2: Performance Measure Results

■■■■ Measure 2.c: Mechanical Safety of Commercial Vehicles

Description

This measure represents the percentage of a random sample of commercial vehicles that have been rendered out-of-service when inspected at roadside checks by ministry staff.

Rationale

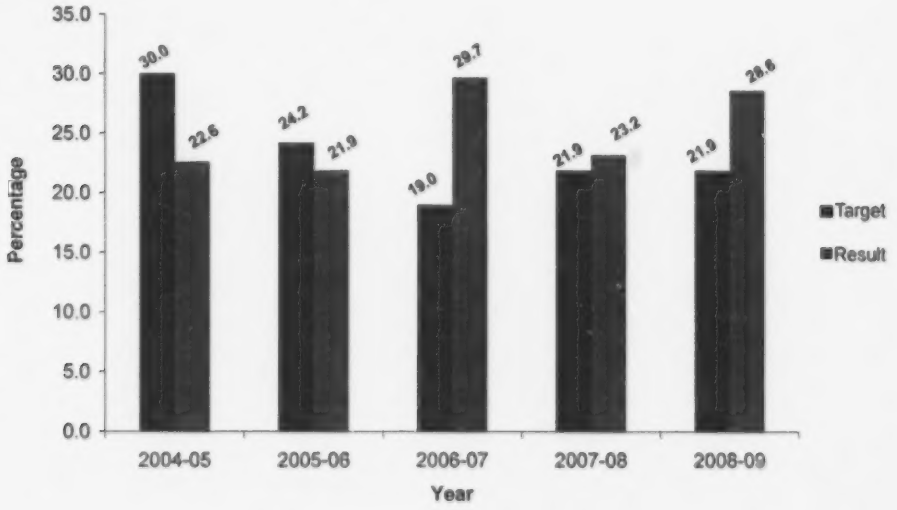
Alberta Transportation continues to work with the commercial carrier industry to enhance safety on Alberta's highways through ongoing education and enforcement programs. Programs such as "Partners in Compliance" allow commercial carriers with exemplary safety records to self-monitor. The program also provides incentives for commercial carriers to ensure their equipment and business operations meet all prescribed safety criteria. In keeping with the Commercial Vehicle Safety Alliance, commercial vehicles are inspected throughout the year to ensure commercial vehicles travelling on Alberta's highways comply with all safety standards.

Growing inter-provincial and international trade, combined with the need for quick, and efficient transport, has led to a significant increase in the number of trucks on Alberta's highways and commercial vehicle registrations. As a result, there is an increase in the number of vehicles available for inspection. The Ministry continues to work with the commercial carrier industry on education and information initiatives aimed at commercial vehicle safety.

Results Discussion

In 2008-09, 28.6 per cent of inspected vehicles were found to require on-site adjustments, representing a 5.4 per cent increase from 2007-08. Although it exceeds the target, the 2008-09 result is consistent with the trend from the last two years.

Percentage of Inspected Vehicles Requiring On-site Adjustments



Core Business 3:

■■■■ Developing partnerships to support Alberta's interests in an integrated transportation system

Transportation works very closely with all levels of government, partners and stakeholders to promote provincial interests in an integrated, safe, and efficient road, rail, air, and marine transportation system. The Ministry recognizes that municipal transportation responsibilities are integral to the province's transportation system. It administers available federal and provincial grant programs that help municipalities develop their public transportation systems to address present and future growth, and reduce pressure on provincial roads, energy consumption, and gas emissions.

Goal 3: Alberta's policy and program interests in an integrated road, air, rail and port transportation system are well represented

Alberta exports two thirds of its Gross Domestic Product (GDP) and thereby depends on efficient and direct access to markets. The province's transportation system supports Alberta's unprecedented growth, quality of life, and ability to take advantage of new opportunities by moving Albertans, and their goods and services, safely and quickly to their provincial, national, and international destinations. For this reason, the Ministry will continue to work with all levels of government, shippers, carriers and other partners to develop an integrated, world-class road, public and rapid transit, air, rail, and marine transportation system for Alberta.

Summary of strategies undertaken

3.1 Explored options for ensuring the viability of small airports in Alberta.
3.2 Expanded the province's transportation system, and supported the government's capital planning process.
3.3 Worked with western provinces and territories to ensure investment in transportation is a top priority for the federal, provincial and municipal governments.
3.4 Supported the Regional Growth Strategy and multi-use Transportation Utility Corridors.
3.5 Supported the Trade, Investment and Labour Mobility Agreement (TILMA), and contributed to effective harmonization of regulations.
3.6 Supported Alberta's representation on the Asia Pacific Gateway and Corridor Implementation Planning Team.
3.7 With the federal government, enhanced legislation related to airports and railway service.
3.8 Developed innovative public-private partnership approaches to transportation projects.
3.9-3.10 Helped Alberta municipalities develop their transportation and transit infrastructure.
3.11 Enhanced the Ministry's role as a centre of excellence in supporting stakeholders in the planning, design, construction, and preservation of Alberta's transportation system.

Core Business 3: ■■■■ Results

Alberta Transportation continued to work with federal, provincial, municipal governments and other partners to support the development of an integrated transportation system and better connect Alberta to other parts of the country and the world.

Provincial and Federal Partnerships

- Participated in the Western Canada Transportation Infrastructure Strategy which culminated in a new report presented to the western premiers. The plan is a collaborative effort with the western provinces and territories to address the need to revitalize Canada's transportation infrastructure, and create an efficient, integrated, safe and equitable transportation system for Western Canada.

- Continued to support initiatives of the Asia Pacific Gateway, a network of transportation infrastructure designed to strengthen Canada's competitive position in international commerce with the Asia-Pacific region. It supported the Edmonton Regional Airport Authority in its efforts to develop Port Alberta, which will facilitate the movement of goods and services throughout Alberta by integrating rail, air and road networks. The province also obtained a federal commitment to support the construction of an interchange at 41st Avenue Southwest which would, in turn, support the future development of a new CP Rail intermodal facility on the east side of Highway 2.

- Engaged in a three-day compliance initiative with British Columbia's transportation jurisdiction to enhance harmonization in regulatory inspection procedures to support the implementation of the Trade, Investment and Labour Mobility Agreement (TILMA).

- Under the Community Airports Program, continued to provide municipalities with funding to ensure that Albertans are well served by community airports and receive an optimal return on their investment.

- Participated in cross-provincial and federal discussions to establish air bi-lateral agreements to better connect Alberta to world markets. Currently, Alberta has direct flights only to the United States, Western Europe, the United Kingdom and Mexico. Seeking to expand the province's market share, Alberta Transportation has entered into consultations with the federal government on Open Skies agreements which allow for unlimited air access with other countries. Opening Alberta's skies will increase trade opportunities while decreasing the cost of doing business, and ultimately benefiting the consumer through lower fares. By enhancing tourism, these agreements will also help create new jobs and stimulate the economy.

Municipal Support

- Supported the Capital Region Board in developing a Capital Region Growth Plan to address regional growth projections, infrastructure needs, alternative approaches to governance, and models for sharing project costs.

- Initiated the development of a multi-use Transportation Utility Corridor Strategy which supports the construction of the ring roads by planning for major power lines, pipelines, municipal regional water, and sanitary and storm sewer lines. The strategy is now under Alberta Energy.

Core Business 3: ■■■■ Results (continued)

- Provided grant funding to municipalities to help them develop and upgrade their transportation infrastructure through, the Alberta Municipal Infrastructure Program, Basic Capital Grant, City Transportation Fund, Cities Special Transportation Grant, the Streets Improvement Program, and the Rural Transportation Grants.

- Administered the Canada-Alberta Municipal Rural Infrastructure Fund in the amount of $21.5 million to improve infrastructure, and water and wastewater systems in municipal and rural areas.

- Helped open the Glenmore Causeway in Calgary to traffic through the City Transportation Fund and Alberta Municipal Infrastructure Program funding. The project was established in 2005 to expand Glenmore Trail between 14 Street Southwest and Crowchild Trail in order to reduce traffic congestion and provide more access to surrounding communities and services including the Rockyview Hospital. The Ministry also completed a joint project with Alberta Infrastructure and other partners to widen the waterway of the Glenmore Reservoir to ensure flood protection for the surrounding communities.

- The City Transportation Fund and Alberta Municipal Infrastructure Program also supported other projects in Edmonton to improve safety, relieve congestion, and ensure that the transportation system is keeping pace with the city's rapid growth. Key projects included the widening of the Quesnell Bridge on Whitemud Drive and 137 Avenue. Alberta Transportation also supported the expansion of the Edmonton Light Rail Transit (LRT) to include two new stations at McKernan/Belgravia and South Campus in April 2009, and has continued to provide funding for the remaining 5.5 km of the South LRT from South Campus to Century Park expected to open in 2010. When fully operational, Edmonton LRT will allow passengers to ride the full 20 km of track in less than 35 minutes.

- Continued to fund construction for the intersection at 23 Avenue and Gateway Boulevard/ Calgary Trail projected to open in 2011, in order to reduce congestion and create a safe, free flow interchange. This is one of the most congested and collision prone intersections in Edmonton as it serves a wide range of traffic, including daily commuters, as well as airport, local business, transport truck, bike, and pedestrian traffic.

- Through the City Transportation Fund, the Ministry facilitated the Light Rail Transit (C-train) in Calgary to extend the Northwest track from Dalhousie to Crowfoot, including constructing two new overpasses at Sarcee Trail and Nose Hill Drive, and new parking facilities. The project will reduce congestion and improve access to public transportation and services in Calgary.

- Using public-private partnerships, the Ministry made significant progress on the Edmonton and Calgary ring roads to ensure the two cities have efficient and effective transportation systems.

Core Business 3: Performance Measure Results

■■■■ Measure 3.a: Client Satisfaction Survey – Municipal Quality of Service

Description

The measure represents the percentage of municipal partners satisfied with the overall quality of services provided by the Ministry. The measure monitors the satisfaction of municipal partners with the management of municipal grant programs, including the administration of grant applications and payments, and clarification of policy and eligibility criteria.

The survey is administered every two years to allow the Ministry sufficient time to develop and implement strategies that address survey findings. Respondents are asked to rate their satisfaction with the overall quality of services they received on a scale of 1 to 6 (1 being very unsatisfied and 6 being very satisfied. Results include all those clients who indicated they were "somewhat satisfied," "satisfied" or "very satisfied").

Rationale

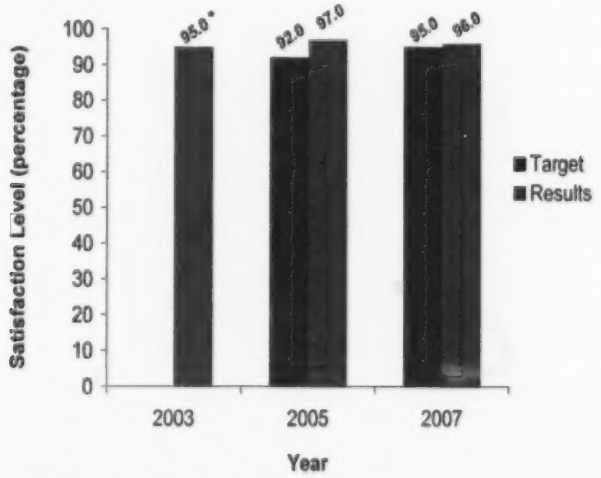
Alberta Transportation strives to foster an environment where partners consistently experience positive outcomes when interacting with the Ministry, including providing quality services to municipalities when administering municipal grants. Results of the survey allow the Ministry to continually improve its services to municipalities. The measure links to Goal 10 of the Government of Alberta 2008-2011 Strategic Business Plan, 'Alberta will have effective and efficient transportation and infrastructure'.

Results Discussion

In 2007, 96 per cent of municipal partners indicated they were satisfied with the services they received from the Ministry, 1 per cent higher than the target.

Reviewed by the Auditor General

Municipal Client Satisfaction



*The Municipal Client Satisfaction Survey was introduced as a performance measure in 2003. The results are the baseline data. Targets were set in subsequent years.

Core Business 4:

■■■■ Support provincial and municipal water management systems

Alberta Transportation plays a key role in the government's *Water for Life Strategy*, and helps to ensure that Albertans can access a safe and secure supply of water. The Ministry works with partners to manage the design, construction and maintenance of the province's water management infrastructure on behalf of Alberta Environment. The Ministry also provides funding for municipal water and wastewater facilities through the Water for Life Program with a focus on health and environmental concerns.

Goal 4: Alberta has safe and effective provincial and municipal water management infrastructure

Under the government's *Water for Life Strategy*, the Ministry will continue to develop and maintain water management infrastructure on behalf of Alberta Environment, and will assist municipalities in developing their water and wastewater treatment systems to ensure Albertans have a safe supply of water for domestic, agriculture, industrial and recreational uses.

Summary of strategies undertaken

4.1 Collaborated with Alberta Environment to continue developing rehabilitation programs for North Alberta Erosion Control Projects.
4.2 Continued to rehabilitate the Carsland/Bow River Headworks.
4.3 Continued to manage construction and rehabilitation programs for major, provincially supported, water management infrastructure.
4.4 Provided funding to municipalities to assist them with their water supply, water treatment, and wastewater treatment and disposal facilities.
4.5 Ensured environmental practices were integrated into the design, development and delivery of provincial water management projects.

Alberta's Water Management

- Alberta has more than 150 major water management systems (dams, diversion works, weirs, and control structures), and 510 km of main irrigation canals
- These water facilities provide secure water for more than 50 municipalities and 490,000 hectares of irrigated land.

Core Business 4: ■■■■ Results

Clean and Safe Water

- Participated in three rehabilitation projects that involved the reconstruction of drainage ditches in the northern farmlands to correct erosion problems and provide cleaner water. The erosion of northern farmlands by surface water as a result of extreme climate is a challenge the Ministry continues to address.

- Developed the Environmental Management System Manual which enhanced the Ministry's ability to facilitate effective environmental management throughout all phases of project delivery, and ensure that all water management infrastructure projects are executed in a manner that minimizes impacts on the environment. The manual includes Environmental Policy and Environmental Construction Operations Plan components.

Irrigation and Water Supply

- The rehabilitation of the Carseland-Bow River Headworks system achieved the 80 per cent completed target as scheduled and will result in more canal capacity and the efficient filling of the McGregor and Travers Reservoirs. The Carseland-Bow River Headworks is a complex water delivery system that diverts water from the Bow River into a 65 km long canal and services 250,000 acres of Southern Alberta farmland.

- Completed various projects that will provide communities with assured water supply for municipal, industrial, agricultural and recreational use. The Reesor and Spruce Coulee dam rehabilitation near Cypress Hills will provide irrigation water, drinking water, and flood control in Southern Alberta. The raising of dykes and rehabilitation of the cross drain was another completed project that will provide flood control around the town of Drumheller.

Wastewater Solutions

- Funded a number of projects under the Municipal Water Wastewater Partnership to support the implementation of the *Water for Life Strategy*.

- Provided a $34 million instalment of the $103 million to assist in the construction of the wastewater treatment and water treatment facilities in the fast-growing community of Fort McMurray, which will provide clean and safe local drinking water for 130,000 people when completed.

- Continued working on a 142 km project to bring treated water to the people of Halkirk, Coronation, Castor, Veteran and Consort, with the long term goal of improving water supplies in central Alberta. The pipeline starts at the Stettler Water Treatment Plant and continues south to provide communities with a more reliable source of water, and the ability to discard questionable water sources such as well water or surface water.

Core Business 4: Performance Measure Results

■■■■ Measure 4.a: Progress on Completion of Major Water Management Construction Projects

Description

This measure represents construction progress on major water management projects. Related activities that precede the construction phase, including project design, land acquisition, and obtaining regulatory approvals, are not reflected in the measure.

Rationale

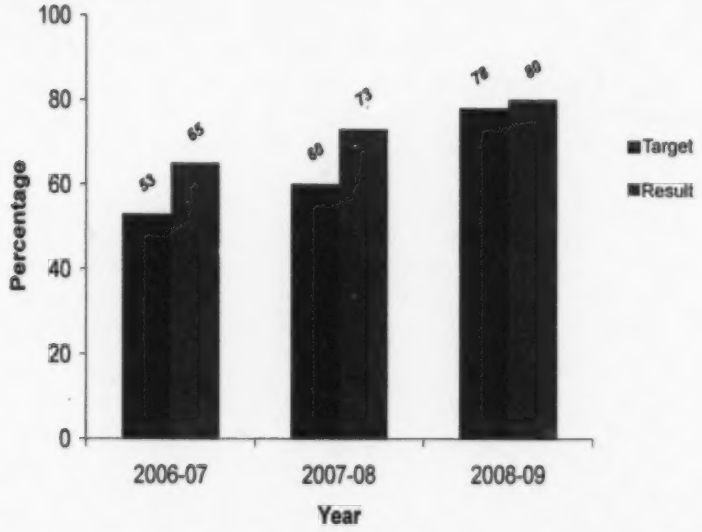
Alberta Transportation works with Alberta Environment to provide quality water management facilities and a secure water supply for municipal, domestic, agriculture, industry, recreation and other purposes. Work includes building dams, reservoirs, and canals, in addition to the construction of flood management and erosion control measures such as dykes and bank armouring. By measuring construction progress on major water management projects, Alberta Transportation is able to monitor its success in completing projects that will help the province meet its water management objectives. The measure links to Goal 3 of the Government of Alberta 2008-11 Strategic Business Plan.

Results Discussion

The Carseland-Bow River Headworks Rehabilitation Project was 80 per cent completed in 2008-09.

Reviewed by the Auditor General

Percentage of Carseland-Bow River Headworks Rehabilitation Completed



Ministry Support Services ■■■■ Results

Alberta Transportation successfully delivered its core businesses by building on and maintaining a strong and flexible organization with the knowledge and capacity to respond to changing business needs. The Ministry's corporate support services supported the achievement of all Ministry goals, and carried out many of the strategies under Goal 3. Additional highlights follow.

Shared Services Agreement between Transportation and Infrastructure

- Signed a memorandum of understanding with Alberta Infrastructure to share the staff knowledge, skills and resourcing for planning, policy, financial, legislative, FOIP, and IT services along with realty, engineering and capital planning client services

New Enterprise Risk Management Program

- Developed and implemented an Enterprise Risk Management framework to identify and manage strategic risks to the achievement of critical priorities and goals for Albertans and other enhancements to corporate planning.

Key Policy Initiatives

- Conducted a review of municipal grants so that municipalities can more effectively and efficiently access program funding for transportation infrastructure.

- Developed the final agreement for ratification by the Tsuu T'ina First Nation on the provincial transfer of land required to complete the Southwest Calgary Ring Road project.

- Completed a high speed rail market demand study.

- Installed automated vehicle identification technology at major vehicle inspection stations which provided considerable savings in fuel consumption and travel time for carriers enrolled in the Partners in Compliance program.

Human Resources

- Implemented a Workforce Continuity Plan focused on 'People First' strategies to help attract, develop and engage employees, and thereby ensure the Ministry has the human resources required to deliver programs for Albertans.

- Developed new resources to support the orientation of new employees and the supervisors welcoming them into the Ministry.

- Participated in a Knowledge Transfer Audit to review knowledge transfer practices across 11 departments. As a result of this audit, Human Resources will develop a plan to identify and assess current risk to knowledge transfer within Alberta Transportation, and find ways to improve interdepartmental communication.

Ministry Support Services ■■■■ Results (continued)

Financial Services

- Reorganized the financial management for the two new Ministries of Transportation and Infrastructure.
- Increased accuracy and reduced time required to update and verify report details by creating automated reports for internal budget summaries.
- Supported the Government of Alberta's Budget Best Practice Benchmark study and ensured areas for improvement were reviewed for incorporation into forecast and budget processes.
- Worked with program areas to complete the audits of Enterprise Risk Management, Alberta Public Service Values, Knowledge Transfer, and Aboriginal Consultation.

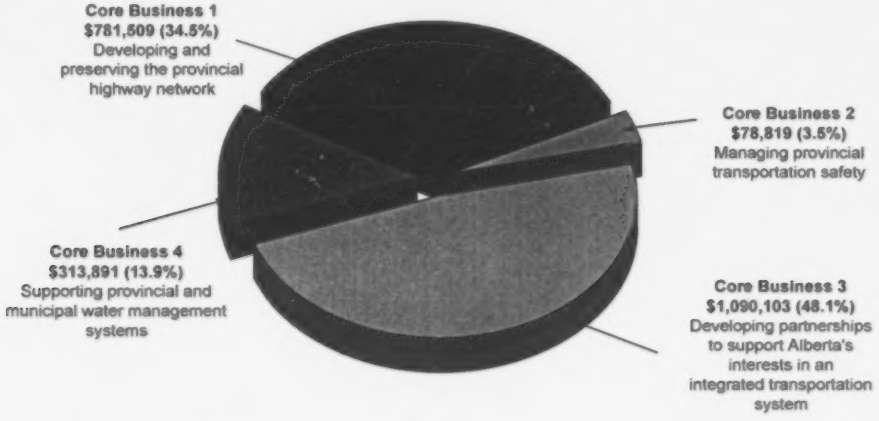
Information technology

- Worked with Service Alberta to further integrate Transportation's ICT infrastructure services and existing policies and strategic directives.
- Developed innovative solutions and enhancements to core Ministry information technology systems including TIMS and TRAVIS routing, bus and rail safety permits, carrier services, GPS technology for Officer Safety Application Pilot, and back up of the data centre.

Expense by Core Business

Financial Resources (thousands of dollars)	
Original Budget (Estimates)	2,216,826
Authorized Revised Budget	2,311,297
Actual Spending in 2008-09	2,264,322

Alberta Transportation
2008-09 Ministry Spending by Core Business
(Expense)
(000's)


Core Business 1
$781,509 (34.5%)
Developing and preserving the provincial highway network
Core Business 2
$78,819 (3.5%)
Managing provincial transportation safety
Core Business 4
$313,891 (13.9%)
Supporting provincial and municipal water management systems
Core Business 3
$1,090,103 (48.1%)
Developing partnerships to support Alberta's interests in an integrated transportation system

Initially, Alberta Transportation received $2.2 billion in approved Estimates in 2008-09. During the fiscal year, the Estimates were increased to $2.3 billion. The additional funding of $94.5 million was primarily the result of in-year funding to support the Fort McMurray Community Development Plan.

Overall, the total 2008-09 expenditures were higher than the original budget by $47.5 million. This additional expenditure was primarily due to in-year funding approved to support the Fort McMurray Community Development Plan, offset by fewer project submissions from municipalities under the Municipal Support programs.

■■■■ Core Business 1: Developing and preserving the provincial highway network

The primary programs linked to this core business include: Provincial Highway Maintenance, Provincial Highway Preservation, the capital investment component of Provincial Highway Systems and Strategic Economic Corridor Investment Initiatives.

Financial Resources (thousands of dollars)	Expense	Capital Investment	Total
Original Budget (Estimates)	773,316	1,900,898	2,674,214
Authorized Revised Budget	773,316	1,959,167	2,732,483
Actual Spending in 2008-09	781,509	1,699,032	2,480,541

The total under-expenditure of $193.7 million compared to the original budget is primarily due to funding re-profiled from 2008-09 to 2009-10 for the construction of the Stony Plain Road Interchange.

■■■■ Core Business 2: Managing provincial transportation safety

Specific Ministry programs linked to this core business include Transportation Safety Services, Transportation Safety Board, and the expense component of the Provincial Highway Systems.

Financial Resources (thousands of dollars)	Operating Expense	Capital Investment	Total
Original Budget (Estimates)	83,459	4,374	87,833
Authorized Revised Budget	83,958	4,374	88,332
Actual Spending in 2008-09	78,819	4,271	83,090

The total under-expenditure of $4.7 million compared to the original budget is primarily due to delays incurred in recruiting the specialized resources needed during the earlier labour shortages to deliver new community-based transportation safety initiatives and preliminary engineering assessments.

■■■■ Core Business 3: Developing partnerships to support Alberta's interests in an integrated transportation system

This core business primarily includes the Municipal Support programs such as: Alberta Municipal Infrastructure Program, Alberta Cities Transportation Partnerships, Rural Transportation Partnerships, Resource Road Program, Streets Improvement Program, Federal Gas Tax Fund and the Canada-Alberta Municipal Rural Infrastructure Fund.

Financial Resources (thousands of dollars)	Expense	Capital Investment	Total
Original Budget (Estimates)	1,154,649	1,102	1,155,751
Authorized Revised Budget	1,162,621	3,823	1,166,444
Actual Spending in 2008-09	1,090,103	102	1,090,205

The total under-expenditure of $65.5 million compared to original budget is primarily due to fewer project submissions from municipalities.

■■■■ Core Business 4: Supporting provincial and municipal water management systems

The primary programs linked to this core business include: Municipal Water Wastewater/Water for Life and Water Management Infrastructure.

Financial Resources (thousands of dollars)	Expense	Capital Investment	Total
Original Budget (Estimates)	205,402	29,617	235,019
Authorized Revised Budget	291,402	31,087	322,489
Actual Spending in 2008-09	313,891	36,258	350,149

The total over-expenditure of $115.1 million compared to the original budget is primarily due to in-year funding to support the Fort McMurray Community Development Plan.

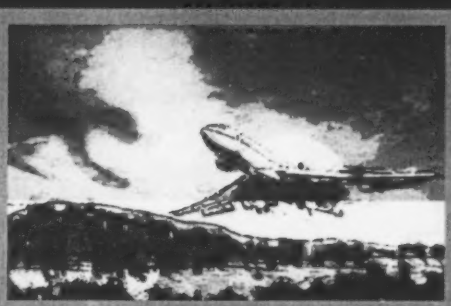
Expense by Function

Transportation's 2008-09 expenses can be classified into five of the Government of Alberta's expense functions. Each of these functions identifies the principal purpose for which Ministry expenditures are incurred.

Expense by Function (thousands of dollars)	2008-09 Budget (Estimates)	2008-09 Actual	Comparable 2007-08 Actual
[redacted]			
Total Ministry	**2,216,826**	**2,264,322**	**2,062,144**

Overall, approximately 96 per cent of the Ministry's expenditures support the function of Transportation, Communications and Utilities.

Financial Information



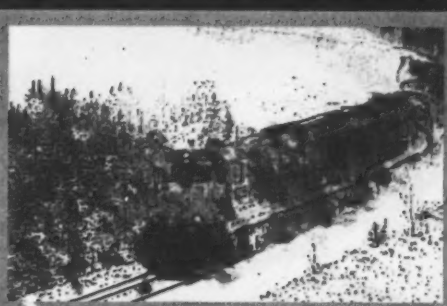


Table of Contents for Financial Statements

Auditor's Report

Statement of Operations

Statement of Financial Position

Statement of Cash Flows

Notes to the Financial Statements

Schedule 1 Revenues

Schedule 2 Dedicated Revenue Initiatives

Schedule 3 Expenses - Directly Incurred Detailed by Object

Schedule 4 Budget

Schedule 5 Comparison of Expenses – Directly Incurred, Equipment and Inventory Purchases (EIP) and Capital Investments and Statutory Expenses by Element to Authorized Budget

Schedule 6 Salary and Benefits Disclosure

Schedule 7 Related Party Transactions

Schedule 8 Allocated Costs

AUDITOR GENERAL
Alberta

Auditor's Report

To the Members of the Legislative Assembly

I have audited the statement of financial position of the Ministry of Transportation as at March 31, 2009 and the statements of operations and cash flows for the year then ended. These financial statements are the responsibility of the Ministry's management. My responsibility is to express an opinion on these financial statements based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In my opinion, these financial statements present fairly, in all material respects, the financial position of the Ministry as at March 31, 2009 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

[Original signed by Fred J. Dunn]
FCA
Auditor General

Edmonton, Alberta
June 11, 2009

MINISTRY OF TRANSPORTATION
STATEMENT OF OPERATIONS
For the Year ended March 31, 2009

(In thousands)

	2009 Budget (Schedule 4)	2009 Actual	2008 Actual (Restated - Note 3)
Revenues (Schedule 1)			
Internal Government Transfers - Lottery Fund	$ 195,000	$ 195,000	$ 175,000
Transfers from Government of Canada	172,780	131,004	122,342
Fees, Permits and Licenses	13,340	21,584	20,540
Other Revenue	14,120	46,937	22,468
	395,240	394,525	340,350
Expenses - Directly Incurred (Note 2b and Schedule 8)			
Voted (Schedules 3 and 5)			
Ministry Support Services	28,034	24,407	25,451
Provincial Highway Systems and Safety	444,247	478,282	387,085
Municipal Support Programs	1,350,325	1,395,269	1,319,736
Other Programs and Services	36,037	39,483	40,576
Non-Cash Items	339,972	303,489	275,368
Debt Servicing Costs (Note 9)	18,211	18,211	7,964
	2,216,826	2,259,141	2,056,180
Statutory (Schedules 3 and 5)			
Valuation Adjustments			
Provision for Doubtful Accounts	-	(603)	(11)
Provision for Vacation Pay	-	1,068	629
Provision for Future Site Remediation and Reclamation	-	4,716	5,346
	-	5,181	5,964
Total Expenses	2,216,826	2,264,322	2,062,144
Loss on Disposal of Tangible Capital Assets	-	(5,408)	(3,140)
Net Operating Results	$ (1,821,586)	$ (1,875,205)	$ (1,724,934)

The accompanying notes and schedules are part of these financial statements.

MINISTRY OF TRANSPORTATION
STATEMENT OF FINANCIAL POSITION
As at March 31, 2009

	(in thousands) 2009	2008 (Restated - Note 3)
ASSETS		
Cash and Cash Equivalents	$ 134	$ 540
Accounts Receivable (Note 4)	26,536	98,353
Advances	50	53
Inventories	11,860	14,108
Tangible Capital Assets (Note 5)	10,900,195	9,475,645
	$ 10,938,775	$ 9,588,699
LIABILITIES		
Accounts Payable and Accrued Liabilities	$ 273,333	$ 169,798
Holdbacks Payable	46,679	37,858
Unearned Revenue	23,073	3,500
Obligations under Public Private Partnerships (Note 9)	719,674	439,334
Liabilities for Future Site Remediation and Reclamation (Note 2b)	17,192	12,476
	$ 1,079,951	$ 662,966
NET ASSETS		
Net Assets at Beginning of Year, as restated (Note 3b)	$ 8,925,733	$ 7,601,579
Acquisition of Highways (Note 5a)	-	11,486
Highway Rehabilitation Projects (Note 3c)	-	465,843
Net Operating Results	(1,875,205)	(1,724,934)
Net Financing Provided from General Revenues	2,808,296	2,571,759
Net Assets at End of Year	9,858,824	8,925,733
	$ 10,938,775	$ 9,588,699

The accompanying notes and schedules are part of these financial statements.

MINISTRY OF TRANSPORTATION
STATEMENT OF CASH FLOWS
For the Year ended March 31, 2009

	(in thousands) 2009	2008 (Restated - Note 3)
Operating Transactions		
Net Operating Results	$ (1,875,205)	$ (1,724,934)
Non-cash items included in Net Operating Results		
Amortization of Capital Assets and Consumption of Inventory	301,888	271,745
Loss on Disposal of Tangible Capital Assets	5,408	3,140
Grants in Kind	1,601	3,623
Donated Tangible Capital Assets	(7,811)	(5,787)
Valuation Adjustments	5,181	5,964
	(1,568,938)	(1,446,249)
Changes in Working Capital		
(Increase) Decrease in Accounts Receivable	72,420	(44,115)
Decrease in Advances	3	5
Increase in Accounts Payable and Accrued Liabilities	102,467	72,564
Increase in Holdbacks Payable	8,821	8,805
Increase (Decrease) in Unearned Revenue	19,573	(11,484)
Cash Applied to Operating Transactions	(1,365,654)	(1,420,474)
Capital and Inventory Transactions		
Acquisition of Tangible Capital Assets	(1,411,939)	(1,136,802)
Purchase of Inventories	(34,356)	(30,322)
Transfer of Tangible Capital Assets to Other Government Entities	8,376	17,165
Proceeds from Disposal of Tangible Capital Assets	87	1,348
Cash Applied to Capital and Inventory Transactions	(1,437,832)	(1,148,611)
Financing Transactions		
Repayment of Obligations under Public Private Partnerships	(5,216)	(2,175)
Net Financing Provided from General Revenues	2,808,296	2,571,759
Cash Provided by Financing Transactions	2,803,080	2,569,584
Increase (Decrease) in Cash and Cash Equivalents	(406)	499
Cash and Cash Equivalents, Beginning of Year	540	41
Cash and Cash Equivalents, End of Year	$ 134	$ 540

The accompanying notes and schedules are part of these financial statements.

MINISTRY OF TRANSPORTATION
NOTES TO THE FINANCIAL STATEMENTS
For the Year ended March 31, 2009

NOTE 1 AUTHORITY AND PURPOSE

The Ministry of Transportation (the Ministry) operates under the authority of the Government Organization Act, Chapter G-10, Revised Statutes of Alberta 2000.

The Minister of Transportation (the Minister) is responsible for:

- leading the planning, construction, and preservation of our provincial highway network to connect Alberta's communities, and support the Province's economic and social growth;
- implementing the Alberta Traffic Safety Plan, and providing a wide range of education, information, and enforcement programs to promote the safety of Albertans using our transportation system, as well as our highways and railways, including commercial carrier safety and the transport of dangerous goods;
- designing, constructing and maintaining the Province's water management infrastructure on behalf of the Ministry of Environment;
- managing numerous federal and provincial grant programs to help municipalities develop and preserve their transportation systems, as well as their water and wastewater treatment systems for Albertans; and
- influencing national and international transportation policy, and representing Alberta's transportation interests in national and international trade agreements as well as regulatory harmonization.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND REPORTING PRACTICES

These financial statements are prepared in accordance with Canadian generally accepted accounting principles for the public sector as recommended by the Public Sector Accounting Board of the Canadian Institute of Chartered Accountants (PSAB). The PSAB financial statement presentation standard for government summary financial statements has been modified to more appropriately reflect the nature of the departments.

(a) Reporting Entity

The reporting entity is the Ministry of Transportation for which the Minister of Transportation is accountable. The Ministry Annual Report provides a more comprehensive accounting of the financial position and results of the Ministry's operations for which the Minister is accountable.

All departments of the Government of Alberta operate within the General Revenue Fund (the Fund). The Fund is administered by the Minister of Finance and Enterprise. All cash receipts of departments are deposited into the Fund and all cash disbursements made by departments are paid from the Fund. Net financing provided from General Revenues is the difference between all cash receipts and all cash disbursements made.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND REPORTING PRACTICES (continued)

(b) Basis of Financial Reporting

Revenues

All revenues are reported on the accrual basis of accounting. Cash received for which goods or services have not been provided by year end is recorded as unearned revenue.

Internal Government Transfers

Internal government transfers are transfers between entities within the government reporting entity where the entity making the transfer does not receive any goods or services directly in return.

Transfers from Government of Canada

Transfers from Government of Canada are recognized as revenue when authorized by federal legislation or federal/provincial agreements, eligibility criteria if any are met and a reasonable estimate of the amounts can be made. Transfers received before the revenue recognition criteria have been met are included in unearned revenue.

Dedicated Revenue

Dedicated revenue initiatives provide a basis for authorizing spending. Dedicated revenues are shown as credits or recoveries in the details of the Government Estimates for a supply vote. If budgeted revenues are not fully realized, spending is reduced by an equivalent amount. If actual dedicated revenues exceed budget, the Ministry may, with the approval of the Treasury Board, use the excess revenue to fund additional expenses on the program. Schedule 2 discloses information on the Ministry's dedicated revenue initiatives.

Expenses

Directly Incurred

Directly incurred expenses are those costs the Ministry has primary responsibility and accountability for, as reflected in the Government's budget documents.

In addition to program operating expenses such as salaries, supplies, etc., directly incurred expenses also include:

- amortization of tangible capital assets
- pension costs which comprise the cost of employer contributions for current service of employees during the year

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND REPORTING PRACTICES (continued)

(b) Basis of Financial Reporting (continued)

- valuation adjustments which include changes in the valuation allowances used to reflect financial assets at their net recoverable or other appropriate value. Valuation adjustments also represent the change in management's estimate of future payments arising from obligations relating to vacation pay, guarantees and indemnities.
- government transfers which are transfers of money to an individual, an organization or another government for which the Ministry does not receive any goods or services directly in return. The major types of transfers and corresponding recognition criteria are as follows:
  - grants are recognized as expenses when authorized, eligibility criteria if any are met, and a reasonable estimate of the amounts can be made;
  - entitlements, which are non-discretionary because the amounts and recipients are prescribed, are recognized when eligibility occurs;
  - transfers under shared cost agreements, which are reimbursements of eligible expenditures, are recognized when the expenditures occur.

Incurred by Others

Services contributed by other entities in support of the Ministry operations are disclosed in Schedule 8.

Assets

Financial assets of the Ministry are limited to cash and financial claims, such as advances to and receivables from other organizations, employees and other individuals.

Inventories consist of consumables (i.e. salt, sand and gravel) for the delivery of highway transportation programs and are valued at lower of cost or replacement cost.

Assets acquired by right are not included. Tangible capital assets of the Ministry are recorded at historical cost and amortized on a straight-line basis over the estimated useful lives of the assets. The threshold for capitalizing new systems development is $100,000 and the threshold for all other tangible capital assets is $5,000. All land is capitalized.

Tangible capital assets of the Ministry include work in progress. These costs are capitalized but not amortized until the asset is in service.

Donated tangible capital assets are recorded at their fair value at the time of contribution.

When physical assets (tangible capital assets and inventories) are gifted or sold for a nominal sum, the fair values of these physical assets, less any nominal proceeds, are recorded as grants in kind.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND REPORTING PRACTICES (continued)

(b) Basis of Financial Reporting (continued)

Liabilities

Liabilities are recorded to the extent that they represent present obligations as a result of events and transactions occurring prior to the end of the fiscal year. The settlement of liabilities will result in a sacrifice of economic benefits in the future.

Net Assets

Net assets represent the difference between the carrying value of assets held by the Ministry and its liabilities.

Valuation of Financial Assets and Liabilities

Fair value is the amount of consideration agreed upon in an arm's length transaction between knowledgeable, willing parties who are under no compulsion to act.

The fair values of cash and cash equivalents, accounts receivable, advances, accounts payable, accrued liabilities, and holdbacks are estimated to approximate their carrying values because of the short term nature of these instruments.

Public Private Partnership (P3)

A Public Private Partnership (P3) is defined as a cooperative venture based on contractual obligations between one or more public/private/not-for-profit partners that meet clearly defined public needs for the provision of goods or services.

The Ministry accounts for P3 projects in accordance with the substance of the underlying agreements. Agreements that transfer substantially all the risks and rewards of ownership of the assets are classified as capital leases and are accounted for as follows:

- The capital asset value and the corresponding liabilities are recorded at the net present value (NPV) of the minimum lease payments discounted using the Government of Alberta's borrowing rate for long term debt.
- During construction, the capital asset (classified as work in progress) and the corresponding liability are recorded based on the estimated percentage complete.
- Amortization on a straight-line basis over the estimated useful life commences when the asset is in service.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND REPORTING PRACTICES (continued)

(b) Basis of Financial Reporting (continued)

Measurement Uncertainty
(in thousands)

Measurement uncertainty exists when there is a variance between the recognized or disclosed amount and another reasonably possible amount.

Site Remediation and Reclamation

Liabilities for Future Site Remediation and Reclamation recorded as $17,192 (2008 - $12,476) in these financial statements are subject to measurement uncertainty. This amount is based on consultants' estimates of and historical costs to remediate or reclaim sites as well as expected expenditures on future reclamation activity. Actual costs may vary from these estimates and the variances may be material.

Certain liabilities exist for site remediation and reclamation which are or may be the responsibility of the Ministry. The potential costs relate to restoring sites to acceptable contractual or environmental standards. A list of all potential sites has been compiled. For those sites where remediation is considered likely, a liability has been recorded based on management's best estimates. For all other sites, a reasonable estimate of potential liability cannot be made at this time.

NOTE 3 PROGRAM TRANSFERS AND GOVERNMENT REORGANIZATION

(in thousands)

During the year, the Ministry restated the financial statements previously presented for the effects of changes resulting from program transfers to other departments of the government and from government reorganization. The Ministry also made a change in accounting policy for highway improvement projects during the year ended March 31, 2008. The financial impact of these changes on net assets is explained further below.

(a) Program Transfers
Effective April 1, 2008, the core information technology services function was transferred to Service Alberta. The 2008 comparative financial statements have been restated to reflect this transfer as if it had occurred on April 1, 2007 to provide operating result information for 2009 and 2008 on the same basis. As a result of this restatement, expenses for 2008 were decreased by $2,565 and Net Financing Provided from General Revenues was decreased by $2,565 resulting in no net Change in Net Assets at March 31, 2008.

NOTE 3 PROGRAM TRANSFERS AND GOVERNMENT REORGANIZATION (continued)

(in thousands)

(b) Government Reorganization

The Ministry of Transportation was established as a result of restructuring of government ministries announced on March 12, 2008.

Comparatives for 2008 have been restated as if the Ministry had always been assigned with its current responsibilities.

Net assets on March 31, 2007 of the Ministry of Transportation is the Ministry's portion of the net assets of the previous Ministry of Infrastructure and Transportation, as follows:

Net assets of the Ministry of Infrastructure at March 31, 2007	$ 1,546,054
Net assets of the Ministry of Transportation at March 31, 2007	7,601,579
Net assets at March 31, 2007	$ 9,147,633

(c) Change in Accounting Policy

During the year ended March 31, 2008, the Ministry decided to change the way it recognizes highway repaving upgrade projects. Previously all highway repaving activities were expensed as incurred. These upgrade projects are now considered betterments and are capitalized. As the Ministry was only able to reasonably determine the costs of these projects for the past seven years, a cumulative opening adjustment of $465,843 was made to Tangible Capital Assets and Net Assets.

NOTE 4 ACCOUNTS RECEIVABLE

(in thousands)

	2009			2008
	Gross Amount	Allowance for Doubtful Accounts	Net Realizable Value	Net Realizable Value (Restated - Note 3)
Transfers from Government of Canada	$ 6,269	$ -	$ 6,269	$ 90,222
Grants and Contributions	11,182	-	11,182	188
Rental and Other	461	-	461	11
Refunds from Suppliers	1,043	-	1,043	221
Payments Under Agreement	2,183	-	2,183	1,462
Fees, Permits and Licenses	2,209	35	2,174	2,623
Cost Recoveries	3,224	-	3,224	3,626
	$ 26,571	$ 35	$ 26,536	$ 98,353

Accounts receivable are unsecured and non-interest bearing.

NOTE 5 TANGIBLE CAPITAL ASSETS

(in thousands)

The cost of assets and the related accumulated amortization for the Ministry are summarized below.

		2009 Historical Cost [2]			
	Estimated Useful Life	Beginning of Year	Additions	Disposals, Including Write-downs	End of Year
Land	Indefinite	$ 435,332	$ 45,862	$ (130)	$ 481,064
Buildings	40 years	7,200	-	-	7,200
Equipment	5-40 years	10,858	1,812	(14)	12,656
Computer hardware and software	3-10 years	87,952	10,088	(6,943)	91,097
Provincial highways and roads [1]	50 years	10,894,153	1,486,224	(8,505)	12,373,872
Bridges	50 years	1,209,338	125,806	(2,269)	1,332,875
Dams and water management structures [3]		89,771	35,299	(8,453)	116,617
Other [4]	3-40 years	23,389	216	-	23,605
		$ 12,757,993	$ 1,705,307	$ (24,314)	$ 14,438,986
2008 Total (Restated - Note 3)		$ 11,441,253	$ 1,343,615	$ (26,875)	$ 12,757,993

	2009 Accumulated Amortization				Net Book Value	
	Beginning of Year	Amortization Expense	Effect of Disposals	End of Year	March 31, 2009	March 31, 2008 (Restated - Note 3)
Land	$ -	$ -	$ -	$ -	$ 481,064	$ 435,332
Buildings	3,454	136	-	3,590	3,610	3,746
Equipment	2,577	281	-	2,858	9,798	8,281
Computer hardware and software	54,524	8,537	(6,589)	56,472	34,625	33,428
Provincial highways and roads [1]	2,915,847	227,946	(529)	3,143,264	9,230,608	7,978,306
Bridges	296,141	26,567	(574)	322,134	1,010,741	913,197
Dams and water management structures [3]	-	-	-	-	116,617	89,771
Other [4]	9,805	668	-	10,473	13,132	13,584
	$ 3,282,348	$ 264,135	$ (7,692)	$ 3,538,791	$ 10,900,195	$ 9,475,645
2008 Total	$ 3,039,304	$ 244,571	$ (1,527)	$ 3,282,348		

NOTE 5 TANGIBLE CAPITAL ASSETS (continued)

(in thousands)

(1) Highways include original pavement and repaving overlays that represent improvements, roadbed, drainage works, and traffic control devices.
(2) Included in the cost of land improvements, buildings, equipment, computer hardware and software, provincial highways and roads, bridges, and dams and water management structures is work in progress amounting to $1,572,688 (2008 - $755,457). Included in this work in progress amount is the estimated progress to date of $386,240 (2008 - $253,591) on the North East Stoney Trail Ring Road and the estimated progress to date of $420,432 (2008 - $nil) on the North West Anthony Henday Ring Road. See Note 9.
(3) Dams and water management structures are constructed by the Ministry and transferred to the Department of Environment upon their completion. The Ministry of Transportation does not amortize these assets.
(4) Includes trailers, leasehold improvements, and vehicle inspection stations.

(a) Acquisition of arterial roadways in the City of Edmonton

On September 7, 1999, the Alberta government announced a new transportation plan which included significant changes in responsibility for highways in the Province. The transfer of assets is recorded when they are turned over to the Province to manage their maintenance. Effective October 11, 2006, the Ministry assumed responsibility for the construction and maintenance of 31.9 km of arterial highways in the City of Edmonton.

At March 31, 2007 these assets were recorded at an estimated amortized historical cost of $96,059. Additional information obtained subsequent to the issue of the financial statements resulted in a revision to the estimate which increased the amortized historical cost by $11,486.

NOTE 6 FEDERAL FUNDING FOR CITIES AND COMMUNITIES PROGRAM

(in thousands)

In 2005-06, the Federal Government announced the New Deal for Cities and Communities. Under this program, the Federal Government will contribute $476,907 in funding to the Ministry over a five year period for Municipal Infrastructure. The program provides financial assistance for sustainable capital municipal infrastructure in support of cleaner air and water, and the reduction of greenhouse gases. Transfers from the Federal Government are recognized as revenue when eligible expenses are incurred. Revenue recorded under this program for the year ended March 31, 2009 is $93,801 (2008 - $91,289).

NOTE 7 CANADA STRATEGIC INFRASTRUCTURE FUND

(in thousands)

The Canada Strategic Infrastructure Fund (CSIF) is a program whereby the Federal Government contributes funding to large scale infrastructure projects across the country. There are two projects that the Ministry is receiving funding for under CSIF - Edmonton Southeast Anthony Henday Ring Road ($75,000 over 3 years beginning in 2005-06) and Calgary Northwest Stoney Trail Ring Road ($75,000 over 4 years beginning in 2005-06). Transfers from the Federal Government are recognized as revenue when eligible expenses are incurred. The full cost of the projects will be capitalized and amortized over the useful life of the infrastructure. Revenue recorded under this fund for the year ended March 31, 2009 is $5,000 (2008 - $30,072).

NOTE 8 CONTRACTUAL OBLIGATIONS

(in thousands)

As at March 31, 2009, the Ministry had the following contractual obligations:

	2009	2008 (Restated - Note 3)
Capital Investment		
Construction Contracts and Service Agreements	$ 803,035	$ 762,912
Expense		
Maintenance Contracts and Service Agreements	552,083	756,025
Grants	1,461,617	2,034,588
Long-term Leases	107	455
Public Private Partnerships		
Operation and Maintenance Payments	1,110,979	662,457
Progress Payments	401,000	136,500
	$ 4,328,821	$ 4,352,937

The aggregate amounts payable for the unexpired terms of these contractual obligations are as follows:

	Capital Investment	Expense			
	Construction Contracts and Service Agreements	Maintenance Contracts and Service Agreements	Grants	Leases	Total
2010	$ 625,754	$ 185,629	$ 1,461,617	$ 103	$ 1,647,349
2011	127,138	140,201	-	4	140,205
2012	41,873	106,370	-	-	106,370
2013	6,940	70,337	-	-	70,337
2014	1,240	39,497	-	-	39,497
Thereafter	90	10,049	-	-	10,049
	$ 803,035	$ 552,083	$ 1,461,617	$ 107	$ 2,013,807

	Public Private Partnerships			
	Operation and Maintenance Payments			
	South East Anthony Henday	North East Stoney Trail	North West Anthony Henday	Total
2010	$ 10,173	$ 4,702	$ -	$ 14,875
2011	12,736	10,205	-	22,941
2012	8,886	10,201	5,820	24,907
2013	9,049	10,690	12,418	32,157
2014	9,303	10,714	12,046	32,063
Thereafter	249,800	307,491	426,745	984,036
	$ 299,947	$ 354,003	$ 457,029	$ 1,110,979

NOTE 8 CONTRACTUAL OBLIGATIONS (continued)

(in thousands)

	Public Private Partnerships			
	Progress Payments			
	North East Stoney Trail	North West Anthony Henday	Total	Grand Total
2010	$ 57,000	$ 56,000	$ 113,000	$ 2,400,978
2011	-	197,000	197,000	487,284
2012	-	91,000	91,000	264,150
2013	-	-	-	109,434
2014	-	-	-	72,800
Thereafter	-	-	-	994,175
	$ 57,000	$ 344,000	$ 401,000	$ 4,328,821

NOTE 9 OBLIGATIONS UNDER PUBLIC PRIVATE PARTNERSHIPS

Anthony Henday - South East Edmonton Ring Road:

In January 2005, the Ministry entered into a contract with Access Roads Edmonton Ltd. (a consortium of companies) for the design, finance, build and maintenance of the South East Anthony Henday Ring Road. The project was completed in October 2007. The total capital cost of the project, which is being cost-shared between the Federal Government and the Ministry, is $431.4 million (Federal contribution of $75 million plus Province's contribution of NPV of capital payments of $356.4 million). Capital payments to the contractor on the 30 year contract commenced in November 2007.

The details of the capital lease for the South East Anthony Henday Ring Road are identified below. The monthly capital payments including interest and principal are $1.95 million. Interest expense related to this obligation for the year ended March 31, 2009 was $18.2 million (2008 - $7.96 million). There are also monthly variable payments for Operation and Maintenance (O&M) of the South East and South West Anthony Henday Ring Road. The O&M payments also include major rehabilitation payments for the South East Anthony Henday Ring Road. These payments (see Note 8) will be indexed for inflation.

Stoney Trail - North East Calgary Ring Road:

In February 2007, the Ministry entered into a contract with the Stoney Trail Group (a consortium of companies) for the design, finance, build and maintenance of the North East Stoney Trail Ring Road which is scheduled to be completed in October 2009. Upon completion of the project, the Ministry will make capital payments to the contractor for a 30 year period. The Ministry will make progress payments of $300 million during construction from 2007-08 to 2009-10. Capital payments will begin in November 2009 or upon completion of the project, whichever is later. The net present value of the capital payments at November 2009 calculated using the Government of Alberta borrowing rate of 4.75% is $156.3 million.

The details of the capital lease for North East Stoney Trail Ring Road are identified below. The monthly capital payments including interest and principal are $0.8 million. There are also monthly variable payments for O&M of the North East as well as North West Stoney Trail Ring Road which commence in November 2009. The details of O&M payments identified below also include major rehabilitation payments for North East Stoney Trail. These payments (see Note 8) will be indexed for inflation.

NOTE 9 OBLIGATIONS UNDER PUBLIC PRIVATE PARTNERSHIPS (continued)

Anthony Henday - North West Edmonton Ring Road:

In July 2008, the Ministry entered into a contract with NORTHWESTCONNECT GENERAL PARTNERSHIP (a consortium of companies) for the design, finance, build and maintenance of the North West Anthony Henday Ring Road which is scheduled to be completed in October 2011. Upon completion of the project, the Ministry will make capital payments to the contractor for a 30 year period. The Ministry will make progress payments of $500 million during construction from 2008-09 to 2009-10. Capital payments will begin in November 2011 or upon completion of the project, whichever is later. The net present value of the capital payments at November 2011 calculated using the Government of Alberta borrowing rate of 5.10% is $781.3 million.

The details of the capital lease for the North West Anthony Henday Ring Road are identified below. The monthly capital payments including interest and principal are $4.19 million. There are also monthly variable payments for O&M of the North West Anthony Henday Ring Road. The O&M payments also include major rehabilitation payments. These payments (see Note 8) will be indexed for inflation.

The calculation of the Obligations Under Public Private Partnerships are as follows (in thousands):

	2009	2008
Anthony Henday - South East Edmonton Ring Road		
Obligation, Beginning of Year	$ 354,209	$ 251,970
Work completed during the year	-	104,414
Principal payments	(5,216)	(2,175)
Obligation, End of Year	348,993	354,209
Stoney Trail - North East Calgary Ring Road		
Obligation, Beginning of Year	$ 85,125	$ -
Work completed during the year (26.5%, 2008 - 54.5%)	41,488	85,125
Principal payments	-	-
Obligation, End of Year	126,613	85,125
Anthony Henday - North West Edmonton Ring Road		
Obligation, Beginning of Year	$ -	$ -
Work completed during the year (31.2%)	244,068	-
Principal payments	-	-
Obligation, End of Year	244,068	-
Total Obligations Under Public Private Partnerships	$ 719,674	$ 439,334

NOTE 10 CONTINGENT LIABILITIES

($ in thousands)

At March 31, 2009, the Ministry is a defendant in one hundred and twenty-seven legal/other claims (2008 - one hundred and twenty-three claims). Ninety-seven of these claims have specified amounts totalling $365,054 and the remaining thirty have no specified amounts (2008 - ninety-four claims with a specified amount of $363,692 and twenty-nine with no specified amount). Included in the total legal claims are six claims in which the Ministry has been jointly named with other entities, four of which have specified claims amounting to $200,410 (2008 - same as current year). Fifty-five claims amounting to $52,228 (2008 - sixty claims amounting to $45,162) are covered by the Alberta Risk Management Fund.

The resulting loss, if any, from these claims cannot be determined.

Certain contingent liabilities may exist for site remediation and reclamation which may be the responsibility of the Ministry. The potential costs relate to contaminated lands purchased for highway construction and to restoring buildings and other sites to acceptable and contractual standards. Except as disclosed in Note 2, the amount of such potential contingent liabilities cannot be reasonably determined and costs for site remediation and reclamation are recognized in the financial statements when work is undertaken.

NOTE 11 TRUST FUNDS UNDER ADMINISTRATION

(in thousands)

The Ministry administers trust funds that are regulated funds consisting of public money over which the Legislature has no power of appropriation. Because the Province has no equity in the funds and administers them for the purpose of various trusts, they are not included in the Ministry's financial statements.

At March 31, 2009, trust funds under the Ministry's administration were as follows:

	2009	2008 (Restated - Note 3)
Impaired Driving Initiatives Trust Fund	$ 322	$ 270
	$ 322	$ 270

The Impaired Driving Initiatives Trust Fund holds fines from individuals convicted of impaired driving. Trust funds are used for education programs.

NOTE 12 PAYMENTS UNDER AGREEMENT

(in thousands)

The Ministry has entered into agreements to deliver programs and services that are partly funded by the Government of Canada, the Kananaskis Improvement District and private companies. Costs incurred under these agreements are made by the Ministry under authority of the Financial Administration Act, Section 25. Amounts paid and payable under agreements with program sponsors are as follows:

	2009	2008
Government of Canada (program sponsor)		
Infrastructure Canada - Alberta Program	$ 2,429	$ 8,927
Kananaskis Improvement District (program sponsor)		
Roadway maintenance	73	73
Tourism Oriented Directional Signage (TODS) and		
Logo Signs Program	1,689	1,687
	$ 4,191	$ 10,687

Accounts receivable include $2,183 (2008 - $1,462) relating to payments under agreement.

NOTE 13 DEFINED BENEFIT PLANS

(in thousands)

The Ministry participates in the multi-employer pension plans, Management Employees Pension Plan and Public Service Pension Plan. The Ministry also participates in the multi-employer Supplementary Retirement Plan for Public Service Managers. The expense of these pension plans is equivalent to the annual contributions of $5,871 for the year ended March 31, 2009 (2008 - $5,795).

At December 31, 2008, the Management Employees Pension Plan reported a deficiency of $568,574 (2007 - $84,341) and the Public Service Pension Plan reported a deficiency of $1,187,538 (2007 - $92,509 as restated). At December 31, 2008, the Supplementary Retirement Plan for Public Service Managers had a deficiency of $7,111 (2007 - surplus of $1,510).

The Ministry also participates in two multi-employer Long Term Disability Income Continuance Plans. At March 31, 2009, the Bargaining Unit Plan reported an actuarial deficiency of $33,540 (2008 - $6,319) and the Management, Opted Out and Excluded Plan an actuarial deficiency of $1,051 (2008 - actuarial surplus of $7,874). The expense for these two plans is limited to the employer's annual contribution for the year.

NOTE 14 COMPARATIVE FIGURES

Certain 2008 figures have been reclassified to conform to the 2009 presentation.

NOTE 15 APPROVAL OF FINANCIAL STATEMENTS

The financial statements were approved by the Senior Financial Officer and the Deputy Minister.

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
REVENUES
For the Year ended March 31, 2009

Schedule 1

(in thousands)

	2009		2008
	Budget	Actual	Actual (Restated - Note 3)
Internal Government Transfers			
Transfer from Lottery Fund	$ 195,000	$ 195,000	$ 175,000
Transfers from Government of Canada			
Cost Recoveries and Contributions	172,780	131,004	122,342
Fees, Permits and Licenses			
Motor Transport Services & Other Premiums	13,340	21,584	20,540
Other Revenue			
Investment Income (Loss)	-	(19)	6
Refunds of Expenditure	1,475	8,125	5,357
Lethbridge Railway Relocation Project	-	-	277
Tourism Highway Signage Initiative	400	1,689	1,657
Cost Recoveries	-	4,942	4,076
Grants and Contributions	11,600	23,647	5,442
Donated Tangible Capital Assets	-	6,122	4,130
Miscellaneous	645	2,431	1,523
	14,120	46,937	22,468
	$ 395,240	$ 394,525	$ 340,350

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
DEDICATED REVENUE INITIATIVES
For the Year ended March 31, 2009
(in thousands)

Schedule 2

	2009		
	Authorized Dedicated Revenues	Actual Dedicated Revenues	(Shortfall)/ Excess
Expense			
Motor Transport Permits and Licenses	2,300	2,300	-
Infrastructure Canada Alberta Program	250	222	(28)
National Safety Code	499	499	-
Bridge Maintenance	20	20	-
	3,069	3,041	(28) (1)
Capital Investment			
Provincial Highway Systems	34,374	27,807	(6,567)
Water Management Infrastructure	1,412	1,470	58
Tourism Highway Signage Initiative	1,700	1,689	(11)
	$ 37,486	$ 30,966	$ (6,520) (1)

(1) Shortfall is deducted from current year's authorized budget, as disclosed in Schedules 4 and 5 to the financial statements.

Motor Transport Permits and Licenses
A portion of the revenue for Motor Transport Permits and Licenses has been allocated to dedicated revenue. This revenue partially offsets expenditures made to accommodate Alberta's increasing traffic volumes.

Infrastructure Canada Alberta Program
The Infrastructure Canada Alberta Program is a joint project with the Federal Government and Municipalities. The Federal Government is reimbursing for the administrative costs of this project.

National Safety Code
The Federal Government provides financial assistance to the provincial/territorial jurisdictions to assist in achieving consistent implementation of the National Safety Code. The Federal Government had agreed to contribute $499 per year for 5 years beginning in 2004-2005 and terminating in 2008-2009.

Bridge Maintenance
Canadian Forest Products Ltd. is contributing to the maintenance of the Dunvegan Bridge by providing $200 of funding over 10 years beginning in 2007-2008.

Provincial Highway Systems
The private sector and municipalities are contributing to the capital investment in new roads, bridges and interchanges in the province.

Water Management Infrastructure
A non-profit organization is contributing to the construction of a dam at the Calgary Bow River over 4 years starting in 2008-09.

Tourism Highway Signage Initiative
The private sector is contributing to the capital investment in new tourism highway-sign structures in the province.

The above dedicated revenues are included in the Statement of Operations.

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
EXPENSES - DIRECTLY INCURRED DETAILED BY OBJECT
For the Year ended March 31, 2009

Schedule 3

(In thousands)

	2009		2008
	Budget	Actual	Actual (Restated - Note 3)
Voted:			
Salaries, Wages and Employee Benefits	$ 78,959	$ 75,175	$ 70,626
Supplies and Services	446,022	467,247	385,776
Grants	1,358,597	1,396,519	1,320,036
Financial Transactions and Other	18,276	18,312	7,997
Amortization of Tangible Capital Assets and Consumption of Inventory	314,972	301,888	271,745
Total Voted Expenses	$ 2,216,826	$ 2,259,141	$ 2,056,180
Statutory:			
Valuation Adjustments			
Provision for Doubtful Accounts	$ -	$ (603)	$ (11)
Provision for Vacation Pay	-	1,068	629
Provision for Future Site Remediation and Reclamation	-	4,716	5,346
	$ -	$ 5,181	$ 5,964

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
BUDGET
For the Year Ended March 31, 2009
(in thousands)

Schedule 4

	2008-2009				
	Estimates	Adjustment (a)	Budget	Authorized Supplementary (b)	Authorized Budget
Revenues					
Transfer from Alberta Lottery Fund	$ 195,000	$ -	$ 195,000	$ -	$ 195,000
Transfers from Government of Canada	172,780	-	172,780	-	172,780
Fees, Permits and Licenses	13,340	-	13,340	-	13,340
Investment Income	-	-	-	-	-
Other Revenue	14,120	-	14,120	-	14,120
	395,240	-	395,240	-	395,240
Expenses - Directly Incurred					
Voted Expenses					
Ministry Support Services	28,034	-	28,034	-	28,034
Provincial Highway Systems and Safety	444,247	499	444,746	-	444,746
Municipal Support Programs	1,350,325	-	1,350,325	94,000	1,444,325
Other Programs and Services	36,037	-	36,037	-	36,037
Non-Cash Items	339,972	-	339,972	-	339,972
Debt Servicing Costs	18,211	-	18,211	-	18,211
Dedicated Revenue Shortfall (Schedule 2)	-	(28)	(28)	-	(28)
	2,216,826	471	2,217,297	94,000	2,311,297
Statutory Expenses					
Valuation Adjustments	-	-	-	-	-
	2,216,826	471	2,217,297	94,000	2,311,297
Net Operating Result	$ (1,821,586)	$ (471)	$ (1,822,057)	$ (94,000)	$ (1,916,057)
Equipment/Inventory Purchases	$ 35,485	$ -	$ 35,485	$ -	$ 35,485
Capital Investment	$ 1,895,506	$ 34,120	$ 1,929,626	$ -	$ 1,929,626
Dedicated Revenue Shortfall (Schedule 2)	-	(6,520)	(6,520)	-	(6,520)
	$ 1,895,506	$ 27,600	$ 1,923,106	$ -	$ 1,923,106
Statutory Capital Investment	$ 5,000	$ 34,860	$ 39,860		$ 39,860
Voted Non-Budgetary Disbursements	$ 5,216	$ -	$ 5,216	$ -	$ 5,216

(a) Adjustments include dedicated revenue increases, dedicated revenue shortfalls, and increases as a result of approved capital carry-over of the 2007-08 unused appropriation, pursuant to the *Financial Administration Act, section 28.1.*

(b) Supplementary Estimates were approved on December 2, 2008 and March 23, 2009. Treasury Board approval is pursuant to section 24(2) of the *Financial Administration Act* (for net budgeted initiatives).

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
COMPARISON OF EXPENSES - DIRECTLY INCURRED, EIP AND CAPITAL INVESTMENT AND STATUTORY EXPENSES
BY ELEMENT TO AUTHORIZED BUDGET
For the Year ended March 31, 2009
(in thousands)

Schedule 5

	2008-09						
	Estimates	Adjustments (a)	Budget	Authorized Supplementary (b)	Authorized Budget	Actual Expense (c)	Unexpended (Over Expended)
Voted Expense, Debt Servicing Costs, EIP and Capital Investments							
1 Ministry Support Services							
1.0.1 Minister's Office	$ 525	$ -	$ 525	$ -	$ 525	$ 511	$ 14
1.0.2 Deputy Minister's Office	595	-	595	-	595	553	42
1.0.3 Communications	810	-	810	-	810	718	92
1.0.4 Strategic Services							
- Expense	26,104	-	26,104	-	26,104	22,624	3,480
- Equipment/Inventory Purchases	10,185	-	10,185	-	10,185	9,403	782
Total Program 1	38,219	-	38,219	-	38,219	33,809	4,410
2 Provincial Highway Systems and Safety							
2.0.1 Provincial Highway Maintenance							
- Expense	267,517	-	267,517	-	267,517	300,501	(32,984)
- Equipment/Inventory Purchases	25,300	-	25,300	-	25,300	34,356	(9,056)
2.0.2 Provincial Highway Preservation							
- Expense	70,654	-	70,654	-	70,654	75,800	(5,146)
- Expense funded by Lotteries	30,000	-	30,000	-	30,000	30,000	-
2.0.3 Provincial Highway Systems							
- Expense	33,509	-	33,509	-	33,509	31,117	2,392
- Equipment/Inventory Purchases	-	-	-	-	-	190	(190)
- Capital Investment	347,942	8,897	356,839	-	356,839	332,132	24,707
2.0.4 Transportation Safety Services	41,240	499	41,739	-	41,739	39,760	1,979
2.0.5 Transportation Safety Board	1,327	-	1,327	-	1,327	1,104	223
2.0.6 Provincial Highway Rehabilitation							
- Capital Investment	234,860	-	234,860	-	234,860	304,612	(69,752)
2.0.7 Strategic Economic Corridor Investment Initiative							
- Debt Servicing Costs	18,211	-	18,211	-	18,211	18,211	-
- Capital Investment	1,218,007	16,541	1,234,548	-	1,234,548	703,318	531,230
Total Program 2	2,288,567	25,937	2,314,504	-	2,314,504	1,871,101	443,403
3 Municipal Support							
3.0.1 Alberta Municipal Infrastructure Program	609,302	-	609,302	-	609,302	578,299	31,003
3.0.2 Alberta Cities Transportation Partnerships							
- Expense	210,200	-	210,200	8,000	218,200	206,106	12,094
- Expense funded by Lotteries	30,000	-	30,000	-	30,000	30,000	-
3.0.3 Rural Transportation Partnerships							
- Expense	22,000	-	22,000	-	22,000	21,080	920
- Expense funded by Lotteries	40,000	-	40,000	-	40,000	40,000	-
3.0.4 Resource Road Program							
- Expense	16,000	-	16,000	-	16,000	22,794	(6,794)
- Capital Investment	1,000	2,721	3,721	-	3,721	-	3,721
3.0.5 Streets Improvement Program							
- Expense	6,700	-	6,700	-	6,700	9,717	(3,017)
- Expense funded by Lotteries	25,000	-	25,000	-	25,000	25,000	-
3.0.6 Municipal Water Wastewater Program/Water for Life							
- Expense	134,000	-	134,000	86,000	220,000	242,671	(22,671)
- Expense funded by Lotteries	70,000	-	70,000	-	70,000	70,000	-
3.0.7 Federal Gas Tax Fund	95,400	-	95,400	-	95,400	93,801	1,599
3.0.8 Federal Public Transit Trust	46,500	-	46,500	-	46,500	31,360	15,140
3.0.9 Canada-Alberta Municipal Rural Infrastructure Fund	42,223	-	42,223	-	42,223	21,518	20,705
3.1.0 Infrastructure Canada-Alberta Program	3,000	-	3,000	-	3,000	2,923	77
Total Program 3	1,351,325	2,721	1,354,046	94,000	1,448,046	1,395,269	52,777
4 Other Programs And Services							
4.0.1 Capital for Emergent Projects							
- Expense	3,150	-	3,150	-	3,150	4,428	(1,278)
- Equipment/Inventory Purchases	-	-	-	-	-	118	(118)
- Capital Investment	64,080	4,549	68,629	-	68,629	32,883	35,746
4.0.2 Program Services							
- Expense	32,887	-	32,887	-	32,887	35,055	(2,168)
- Equipment/Inventory Purchases	-	-	-	-	-	836	(836)
4.0.3 Water Management Infrastructure							
- Capital Investment	29,617	1,412	31,029	-	31,029	36,258	(5,229)
Total Program 4	129,734	5,961	135,695	-	135,695	109,578	26,117

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
COMPARISON OF EXPENSES - DIRECTLY INCURRED, EIP AND CAPITAL INVESTMENT AND STATUTORY EXPENSES BY ELEMENT TO AUTHORIZED BUDGET
For the Year ended March 31, 2009
(in thousands)

Schedule 5
(continued)

	2008-09						
	Estimates	Adjustments (a)	Budget	Authorized Supplementary (b)	Authorized Budget	Actual Expense (c)	Unexpended (Over Expended)
5 Non-Cash Items							
5.0.1 Amortization of Capital Assets	289,972	-	289,972	-	289,972	264,134	25,838
5.0.2 Consumption of Inventories	25,000	-	25,000	-	25,000	37,754	(12,754)
5.0.3 Nominal Sum Disposals	25,000	-	25,000	-	25,000	1,601	23,399
Total Program 5	339,972	-	339,972	-	339,972	303,489	36,483
Dedicated Revenue Shortfall (Schedule 2)							
Operating Expense		(28)	(28)	-	(28)	-	(28)
Capital Investment		(6,520)	(6,520)	-	(6,520)	-	(6,520)
Grand Total	$ 4,147,817	$ 28,071	$ 4,175,888	$ 94,000	$ 4,269,888	$ 3,713,246	$ 556,642
Expense	$ 2,003,615	$ 471	$ 2,004,086	$ 94,000	$ 2,098,086	$ 2,045,929	$ 52,157
Expense Funded by Lotteries	195,000	-	195,000	-	195,000	195,000	-
Debt Servicing Costs	18,211	-	18,211	-	18,211	18,211	-
	2,216,826	471	2,217,297	94,000	2,311,297	2,259,140	52,157
Equipment/Inventory Purchases	35,485	-	35,485	-	35,485	44,903	(9,418)
	2,252,311	471	2,252,782	94,000	2,346,782	2,304,043	42,739
Capital Investment	1,895,506	27,600	1,923,106	-	1,923,106	1,409,203	513,903
	1,895,506	27,600	1,923,106	-	1,923,106	1,409,203	513,903
	$ 4,147,817	$ 28,071	$ 4,175,888	$ 94,000	$ 4,269,888	$ 3,713,246	$ 556,642
Statutory Expense							
Valuation Adjustments							
Provision for Doubtful Accounts	$ -	$ -	$ -	$ -	$ -	$ (603)	$ 603
Provision for Vacation Pay	-	-	-	-	-	1,068	(1,068)
Provision for Future Site Remediation and Reclamation	-	-	-	-	-	4,716	(4,716)
	$ -	$ -	$ -	$ -	$ -	$ 5,181	$ (5,181)
Statutory Capital Investment							
Alternatively Financed Projects	$ 5,000	$ 34,860	$ 39,860	$ -	$ 39,860	$ 285,557	$ (245,697)
	$ 5,000	$ 34,860	$ 39,860	$ -	$ 39,860	$ 285,557	$ (245,697)
Voted Non-Budgetary Disbursements							
Provincial Highway Systems and Safety							
2.0.7 Strategic Economic Corridor Investment Initiative	$ 5,216	$ -	$ 5,216	$ -	$ 5,216	$ 5,217	$ (1)
	$ 5,216	$ -	$ 5,216	$ -	$ 5,216	$ 5,217	$ (1)

(a) Adjustments include dedicated revenue increases, dedicated revenue shortfalls, and increases as a result of approved capital carry-over of the 2007-08 unused appropriation, pursuant to the *Financial Administration Act, section 28.1.*

(b) Supplementary Estimates were approved on December 2, 2008 and March 23, 2009. Treasury Board approval is pursuant to section 24(2) of the *Financial Administration Act* (for net budgeted initiatives).

(c) Includes Achievement bonus of $ 1,811.

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
SALARY AND BENEFITS DISCLOSURE
For the Year ended March 31, 2009

Schedule 6

	2009				2008
	Base Salary[1]	Other Cash Benefits[2]	Other Non-cash Benefits[3]	Total	Total (Restated-Note 3)
Deputy Minister [4] [5]	$238,895	$ 35,278	$ 58,109	$332,282	$ 367,725
Chair, Transportation Safety Board [6]	155,063	5,861	22,371	183,295	234,130
Assistant Deputy Ministers					
Transportation Safety Services	169,872	29,728	41,587	241,187	212,782
Transportation and Civil Engineering	157,236	24,372	37,555	219,163	193,427
Policy and Corporate Services [7] [8]	156,887	20,833	37,823	215,543	233,773
Executive Directors					
Finance[8]	145,572	23,292	35,688	204,552	192,078
Human Resources[8]	145,572	21,836	35,688	203,096	192,160

Prepared in accordance with Treasury Board Directive 12/98 as amended.

Total salary and benefits related to a position are disclosed.

(1) Base salary includes pensionable base pay.
(2) Other cash benefits include bonuses, vacation payouts, overtime, and lump sum payments.
(3) Other non-cash benefits include government's share of all employee benefits and contributions or payments made on behalf of employees including pension, supplementary retirement plans, health care, dental coverage, group life insurance, short and long term disability plans, professional memberships and tuition fees.
(4) Automobile provided, no dollar amount included in non-cash benefits figures.
(5) From September to November 2008 the Chair, Transportation Safety Board was acting in the position. The incumbent was appointed to this position in December 2008.
(6) From September 2008 to March 2009 a management employee was acting in the position.
(7) From May to July 2008 a management employee was acting in the position. The incumbent was appointed to this position in August 2008.
(8) The incumbent's services are shared with the Ministry of Infrastructure which contributes its own share of the cost of salary and benefits. Full salary and benefits are disclosed in this Schedule.

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
RELATED PARTY TRANSACTIONS
For the Year ended March 31, 2009
(in thousands)

Schedule 7

Related parties are those entities consolidated or accounted for on the modified equity basis in the Province of Alberta's financial statements. Related parties also include management in the Ministry.

The Ministry and its employees paid or collected certain taxes and fees set by regulation for permits, licenses and other charges. These amounts were incurred in the normal course of business, reflect charges applicable to all users, and have been excluded from this Schedule.

The Ministry had the following transactions with related parties recorded on the Statement of Operations and the Statement of Financial Position at the amount of consideration agreed upon between the related parties:

	Other Entities	
	2009	2008 (Restated - Note 3)
Revenues		
Lottery Fund	$ 195,000	$ 175,000
Expenses - Directly Incurred		
Business and Technology Services	$ 3,555	$ 2,622
SUCH Sector Entities	161	307
Parking	5	-
Insurance	410	394
	$ 4,131	$ 3,323
Accounts Payable	$ 410	$ -
Accounts Payable to SUCH[1] Sector Entities	$ -	$ 51
Net Tangible Capital Assets Transferred	$ 8,376	$ 17,165

The Ministry also had the following transactions with related parties for which no consideration was exchanged. The amounts for these related party transactions are estimated based on the costs incurred by the service provider to provide the service. These expense amounts are not recorded in the financial statements but are disclosed in Schedule 8.

	Other Entities	
	2009	2008 (Restated - Note 3)
Revenue		
Road/Bridge Maintenance	$ 7,768	$ 6,359
Expenses - Incurred by Others (Schedule 8)		
Accommodation	$ 7,541	$ 6,595
Air Transportation/Executive Vehicles	85	75
Business Services	9,690	9,664
Internal Audit	30	114
Legal Services	1,115	1,155
	$ 18,461	$ 17,603

[1] SUCH - Schools, Universities, Colleges and Hospitals

MINISTRY OF TRANSPORTATION
SCHEDULE TO THE FINANCIAL STATEMENTS
ALLOCATED COSTS
For the Year ended March 31, 2009
(in thousands)

Schedule 8

	2009								2008
		Expenses - Incurred by Others			Valuation Adjustments[5]				
Program	Expenses[1]	Accommo-dation Costs[2]	Business Services[3]	Legal Services[4]	Vacation Pay	Doubtful Accounts	Future Site Remediation and Reclamation	Expenses	Expenses (Restated-Note 3)
Ministry Support Services	$ 24,407	$ 976	$ 9,805	$ 80	$ 332	$ -	$ -	$ 35,600	$ 36,370
Provincial Highway Systems and Safety	478,282	2,668	-	1,035	251	(603)	4,716	486,349	396,050
Municipal Support Programs	1,395,269	8	-	-	(2)	-	-	1,395,275	1,319,740
Other Programs and Services	39,483	3,889	-	-	487	-	-	43,859	44,256
Non-Cash Items	303,489	-	-	-	-	-	-	303,489	275,368
Debt Servicing Costs	18,211	-	-	-	-	-	-	18,211	7,964
	$ 2,259,141	$ 7,541	$ 9,805	$ 1,115	$ 1,068	$ (603)	$ 4,716	$ 2,282,783	$ 2,079,748

(1) Expenses - Directly Incurred as per Statement of Operations, excluding valuation adjustments

(2) Cost shown for Accommodation (includes grants in lieu of taxes) on Schedule 7, allocated by number of employees in program.

(3) Costs shown for Business Services include charges for financial and information technology support, internal audit and vehicles and air transportation.

(4) Cost shown for Legal Services on Schedule 7, allocated by estimated costs incurred by each program.

(5) Valuation Adjustments as per Statement of Operations. Employee Benefits, Doubtful Accounts and Future Site Remediation and Reclamation provision included in Valuation Adjustments were allocated as follows:
- Vacation Pay - allocated to the program by employee.
- Doubtful Accounts Provision - estimated allocation to program.
- Provision for future site remediation and reclamation - allocated to program.

Appendices

Appendix A:

■■■■ Performance Measures Methodology

Measure 1.a: Physical Condition of Provincial Highways

The identification of roads as good, fair, or poor relies on standards established based on the results of a comprehensive research study on road condition and other performance measures, that was conducted in 2002 by the University of Calgary on the Ministry's behalf. The study's recommendations resulted in establishing condition trigger values, defined as the boundary between categories of good-fair and fair-poor, which are set using a proactive life cycle analysis approach. The values are categorized by road classification and are based on one-km segments, as follows.

Alberta Infrastructure and Transportation Standards

IRI Rating	110 km/h Highways	< 110 km/h Highways
Good	< 1.5 m/km	< 1.5 m/km
Fair	1.5 – 1.89 m/km	1.5 – 2.09 m/km
Poor	≥1.9 m/km	≥ 2.1 m/km

After existing *good, fair, poor* segments are identified, anticipated work activities and pavement deterioration rates are incorporated to determine future performance targets.

The IRI rating for all highways is obtained through data collected annually by consultants on behalf of the Ministry. Using laser-based equipment, the consultant reports the average IRI value over a 50-metre segment of the highway. This detailed data is further averaged over one-km sections to provide an assessment of condition over practical lengths.

The pavement structures are aging and the base budgets are insufficient to adequately address the backlog of highway sections deteriorating to poor condition. At the end of 2008, approximately 9800 km of Alberta's paved provincial highways were approaching an age where rehabilitation/ reconstruction must be considered, and this number will increase to 16,500 in the next 5 years at current funding levels. Based on the size of the existing network, approximately 1,500 km of highway should be resurfaced each year.

Measure 1.b: Functional Adequacy of Provincial Highways

Functional adequacy is calculated by preparing an inventory of the various segments of highway that have deficiencies, based on the Ministry's standards and practices. If a section of highway has a deficiency for any reason, it is considered functionally inadequate. The percentage of the highway network that meets target criteria for functional adequacy is the total length of roadway minus the total length of roadway with a deficiency, divided by the total length of roadway, multiplied by 100. The methodology and data sources for each of the component factors are discussed below.

Width Deficiencies

Data on existing road widths is obtained from the Ministry's Pavement Management System. The acceptable road width for each highway is determined using the Alberta Transportation Highway Geometric Design Guide. Actual width and acceptable width are then compared to determine whether a deficiency exists. A deficiency analysis was conducted for every km of paved provincial highway.

Geometric Deficiencies

Geometric deficiencies are based on horizontal curve geometrics, using alignment data collected by consultants. This data is compared to requirements in the Alberta Transportation Highway Geometric Design Guide to arrive at deficiencies. A deficiency analysis was conducted for every km of paved provincial highway.

Surface Type Deficiencies

A traffic volume of 400 vehicles per day and the provincial highway paving list on strategic roads are used to determine the need for a paved surface, and subsequently to identify deficiencies where the criterion is not met. Consultants collected traffic volume data and existing surface types are derived from the Ministry's internal Pavement Management System. This deficiency analysis was done for every km of gravelled provincial highway.

Final Paving Deficiencies

The final paving deficiencies are determined based on if final paving has been completed as planned. A deficiency analysis was conducted for every km of the paved provincial highway network.

Road Bans

Road ban information for provincial highways is obtained using internal data sources. The Transport Engineering Branch monitors the need for road bans on the provincial highway system. As road bans are issued they are entered into an internal database, which is updated as the status of road bans changes for particular highways. The analysis is done for every km of provincial highway.

The total percentage of highways with functional deficiencies will be less than the sum of

the individual deficiencies. This is because certain highway segments have more than one type of functional deficiency. These are called duplicate segments. So that these highway segments are not double counted, we subtract these duplicate segments from the total. The elimination of duplicate segments means that the difference between the sum of deficiencies and the reported deficiency for 2007-08 was 3.7 per cent less and for 2008-09 this value is 2.7 per cent less.

Rapid population growth throughout Alberta has meant more development occurring and urban areas expanding. Roads that carry increased traffic because they are located near or provide access to new developments may no longer be considered functionally adequate as they become too narrow or inadequate for the traffic levels. This leads to safety concerns.

Measure 1.c: Construction Progress on the North-South Trade Corridor

The measure is based on construction project and highway network data. The percentage is calculated by summing up the number of km twinned and open to travel versus the total km of the Corridor (1,170 km).

Completion of the North-South Trade Corridor remains a priority. However, projects along this corridor require continued prioritization against other strategic initiatives such as the Calgary and Edmonton Ring Roads.

Measure 1.d: Ring Roads in Edmonton and Calgary

The measure is based on construction project data supplied by the engineering consultants supervising the ring road construction. The percentage is calculated by summing up the number of km of multi-lane roadway opened to travel versus the total km of ring road (179 km).

Until November 2008, sustained high oil prices and market conditions such as labor shortages contributed to construction delays. Increased economic and population growth in the Edmonton-Calgary Corridor have raised expectations for alternate routes sooner to avoid traffic congestion and enable goods to quickly reach their market destination. This may change with the volatile economy.

Measure 2.a: Seat Belt Use

Transport Canada collects seat belt usage data through annual surveys on light duty vehicles, including passenger cars, passenger vans and light trucks in all provinces. Light duty vehicles do not include commercial vans or large trucks, farm equipment, or vehicles which are not equipped with and do not require seat belts (e.g. vintage automobiles).

The September 2006 and September 2007 surveys measured the seat belt usage separately in rural Canada and urban Canada. Rural Canada includes towns with a population of fewer than 10,000 but more than 1,000 inhabitants that are located outside any census metropolitan area

or census agglomeration. Urban Canada includes communities with a population over 10,000, plus those communities with a population of less than 10,000 that are located within a census metropolitan area.

The rural survey, which was conducted over the week of September 15 to 21, 2006, involved 249 sites and a total of 41,137 vehicles and 60,616 occupants were observed during the course of the survey. The urban survey, which was conducted over the week of September 15 to 21, 2007, involved two separate observation periods at each of 270 sites. A total of 92,440 vehicles and 121,986 occupants were observed during the course of the study. A total of 133,577 vehicles and 182,602 occupants were observed at 519 sites across Canada.

For combined rural and urban data, the margin of error was plus or minus 0.3% as the 95 per cent level of confidence.

The growing population and increasing number of licensed vehicle operators exerts pressure on Alberta to continue improving strategies advocating the benefits of wearing seat belts.

Measure 2.b: Drinking Drivers in Casualty Collisions:

i. **Percentage of Drivers Involved in Injury Collisions who had Consumed Alcohol**
ii. **Percentage of Drivers Involved in Fatality Collisions who had Consumed Alcohol**

Data for both measures is taken from the Ministry's Alberta Collision Information System, and results are based on a calendar year. Drivers involved in casualty collisions resulting in either injury or fatality are included in the results. Driver condition data is compiled from collision reports completed by the attending law enforcement officer. Drinking drivers are those who, in the officer's judgment, have consumed alcohol prior to the collision. Driver condition includes 'normal,' 'had been drinking,' 'alcohol impaired,' 'impaired by drugs' and 'fatigued/asleep'. Driver condition was unspecified for 5,389 drivers involved in casualty collisions and this is not included in the results. Driver condition was unspecified for 121 drivers involved in fatal collisions and this is not included in the results.

Program enhancements and enforcement priorities may have impacts on the two measures. Alberta's population has increased over the last five years. Traffic volumes for 2008 have increased by 17.07 per cent from 2004 and by 1.83 per cent over 2007 levels, as recorded by Alberta's 369 Automated Traffic Recorder sites throughout the province. In addition, the number of licensed drivers increased by 12 per cent since 2004.

Measure 2.c: Mechanical Safety of Commercial Vehicles

The survey starts in the middle of June and continues for six months. Commercial Vehicle Safety Alliance (CVSA) Level I inspections are the focus of the survey. After setting up at a location, the transport officers will pull over and conduct a Level I CVSA inspection on the first available commercial vehicle, including farm vehicles but excluding buses and PIC carriers.

Once the inspection is complete and the unit released, the next available commercial vehicle will have a Level I CVSA inspection completed. This activity is continued until seven commercial vehicles have been Level I inspected at each site. There are 64 pre-determined sites that are utilized throughout the province for this purpose.

The inspections are undertaken using internationally recognized standards issued by the CVSA. In this sample, 7 random inspections were conducted at each of 64 sites across Alberta between June and December 2008. The total number of vehicles inspected was 448. Continued economic growth, and the need to get goods to market, means more commercial traffic on Alberta's highway system. Just-in-time marketing and congestion at west coast ports also contribute to suppliers shipping their goods by truck rather than using other modes such as rail. Public awareness of road safety issues puts pressure on the provincial government to continually improve its monitoring of commercial carrier traffic. In 2008, it conducted a Commercial Vehicle Out-of-Service Rate analysis project whereby a team looked at the issue of the out-of-service rate in Alberta and completed a final report containing 63 recommendations on actions needed to address related issues.

Measure 3.a: Client Satisfaction Survey – Municipal Quality of Service

An external consultant is contracted to conduct the survey to ensure the objectivity of results. Municipal clients are defined as organizations that have interacted with ministry staff regarding municipal grant programs during the survey calendar year, primarily from municipalities and towns.

Respondents are asked to rate on a scale of 1 to 6 (1 being very unsatisfied to 6 being very satisfied) their satisfaction with Municipal Grant Programs Service Area on the following eight key service areas:

- Clarity of written materials
- Ease of access to information
- Ease of access to services
- Consistency of services
- Timeliness of service delivery
- Proficiency of staff
- Courtesy of staff
- Overall quality of services

Results reported include all those clients who indicated they were 4 -somewhat satisfied, 5-satisfied, and 6-very satisfied with the service provided.

In 2007, there were a total of 167 surveys completed and returned for a response rate of 53 per cent. Ten municipal client contacts were excluded from the analysis due to incorrect contact information and/or surveys being returned as undeliverable. On average, results are accurate within plus or minus 5.2 per cent, 19 times out of 20.

The 1 per cent decrease from the 2005 survey is marginal and may be attributed to statistical variance more than any other factor. Several municipal grants have increased since the 2005 survey, such as the New Deal for Cities and Communities. However, programs such as the

Alberta Municipal Infrastructure Program remained unchanged, and their value diminished compared to 2005 due to above average inflation and high cost escalation.

Measure 4.a: Progress on Completion of Major Water Management Construction Projects

This measure tracks construction contracts issued throughout the year. The final results are based on the actual construction completed during the fiscal year, as reported by the engineering consultants, verified by Transportation staff, and analyzed by independent cost consultants. The methodology was revised during 2006-07 to reflect the changing construction environment. Instead of tracking dollars spent, the measure is now calculated by tracking the number of km of canal rehabilitated and the number of related structure sub-components replaced out of the total scope of the project implementation program.

The primary trends that could impact the outcome of this particular measure include, changes to Alberta Environment's operating strategy for the Headworks System, regulatory changes at the federal level, lack of construction industry capacity, availability of land for construction, weather, and the ability of the contractors to meet the project schedule. Such trends are monitored very closely to make any needed adjustments.

Appendix B: ■■■■Alphabetical List of Entities

Financial Statements in Ministry 2008-2009 Annual Reports

Entities Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
Access to the Future Fund	Advanced Education and Technology
Agriculture Financial Services Corporation	Agriculture and Rural Development
Alberta Alcohol and Drug Abuse Commission	Health and Wellness
Alberta Cancer Prevention Legacy Fund	Finance and Enterprise
Alberta Capital Finance Authority	Finance and Enterprise
Alberta Energy and Utilities Board[1]	Energy
Alberta Enterprise Corporation[2]	Advanced Education and Technology
Alberta Foundation for the Arts	Culture and Community Spirit
Alberta Gaming and Liquor Commission	Solicitor General and Public Security
Alberta Heritage Foundation for Medical Research Endowment Fund	Finance and Enterprise
Alberta Heritage Savings Trust Fund	Finance and Enterprise
Alberta Heritage Scholarship Fund	Finance and Enterprise
Alberta Heritage Science and Engineering Research Endowment Fund	Finance and Enterprise
Alberta Historical Resources Foundation	Culture and Community Spirit
Alberta Insurance Council	Finance and Enterprise
Alberta Investment Management Corporation[3]	Finance and Enterprise
Alberta Livestock and Meat Agency[4]	Agriculture and Rural Development
Alberta Local Authorities Pension Plan Corporation	Finance and Enterprise
Alberta Pensions Administration Corporation	Finance and Enterprise
Alberta Petroleum Marketing Commission	Energy
Alberta Research Council Inc.	Advanced Education and Technology
Alberta Risk Management Fund	Finance and Enterprise
Alberta School Foundation Fund	Education
Alberta Securities Commission	Finance and Enterprise
Alberta Social Housing Corporation	Housing and Urban Affairs
Alberta Sport, Recreation, Parks and Wildlife Foundation	Tourism, Parks and Recreation
Alberta Treasury Branches	Finance and Enterprise
Alberta Utilities Commission[1]	Energy
ATB Insurance Advisors Inc.	Finance and Enterprise
ATB Investment Management Inc.	Finance and Enterprise
ATB Investment Services Inc.	Finance and Enterprise
ATB Securities Inc.	Finance and Enterprise
Child and Family Services Authorities:	Children and Youth Services
Calgary and Area Child and Family Services Authority	
Central Alberta Child and Family Services Authority	
East Central Alberta Child and Family Services Authority	
Edmonton and Area Child and Family Services Authority	

Entities Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
North Central Alberta Child and Family Services Authority	
Northeast Alberta Child and Family Services Authority	
Northwest Alberta Child and Family Services Authority	
Southeast Alberta Child and Family Services Authority	
Southwest Alberta Child and Family Services Authority	
Métis Settlements Child and Family Services Authority	
C-FER Technologies (1999) Inc.	Advanced Education and Technology
Climate Change and Emissions Management Fund[5]	Environment
Credit Union Deposit Guarantee Corporation	Finance and Enterprise
Colleges:	Advanced Education and Technology
Alberta College of Art and Design	
Bow Valley College	
Grande Prairie Regional College	
Grant MacEwan College	
Keyano College	
Lakeland College	
Lethbridge Community College	
Medicine Hat College	
Mount Royal College	
NorQuest College	
Northern Lakes College	
Olds College	
Portage College	
Red Deer College	
Department of Advanced Education and Technology	Advanced Education and Technology
Department of Agriculture and Rural Development	Agriculture and Rural Development
Department of Children and Youth Services	Children and Youth Services
Department of Culture and Community Spirit	Culture and Community Spirit
Department of Education	Education
Department of Energy	Energy
Department of Finance and Enterprise	Finance and Enterprise
Department of Environment	Environment
Department of Health and Wellness	Health and Wellness
Department of Housing and Urban Affairs	Housing and Urban Affairs
Department of Municipal Affairs	Municipal Affairs
Department of Seniors and Community Supports	Seniors and Community Supports
Department of Solicitor General and Public Security	Solicitor General and Public Security
Department of Sustainable Resource Development	Sustainable Resource Development
Department of Tourism, Parks and Recreation	Tourism, Parks and Recreation
Energy Resources Conservation Board[1]	Energy
Environmental Protection and Enhancement Fund	Sustainable Resource Development
Gainers Inc.	Finance and Enterprise
Government House Foundation	Culture and Community Spirit
Historic Resources Fund	Culture and Community Spirit
Human Rights, Citizenship and Multiculturalism Education Fund	Culture and Community Spirit

Entities Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
iCORE Inc.	Advanced Education and Technology
Lottery Fund	Solicitor General and Public Security
Ministry of Aboriginal Relations[6]	Aboriginal Relations
Ministry of Advanced Education and Technology	Advanced Education and Technology
Ministry of Agriculture and Rural Development	Agriculture and Rural Development
Ministry of Children and Youth Services	Children and Youth Services
Ministry of Culture and Community Spirit	Culture and Community Spirit
Ministry of Education	Education
Ministry of Employment and Immigration[6]	Employment and Immigration
Ministry of Energy	Energy
Ministry of Environment	Environment
Ministry of Executive Council[5]	Executive Council
Ministry of Finance and Enterprise	Finance and Enterprise
Ministry of Health and Wellness	Health and Wellness
Ministry of Housing and Urban Affairs	Housing and Urban Affairs
Ministry of Infrastructure[6]	Infrastructure
Ministry of International and Intergovernmental Relations[6]	International, and Intergovernmental Relations
Ministry of Justice[6]	Justice
Ministry of Municipal Affairs	Municipal Affairs
Ministry of Seniors and Community Supports	Seniors and Community Supports
Ministry of Service Alberta[6]	Service Alberta
Ministry of Solicitor General and Public Security	Solicitor General and Public Security
Ministry of Sustainable Resource Development	Sustainable Resource Development
Ministry of Tourism, Parks, and Recreation	Tourism, Parks, and Recreation
Ministry of Transportation[6]	Transportation
Ministry of the Treasury Board[6]	Treasury Board
N.A. Properties (1994) Ltd.	Finance and Enterprise
Natural Resources Conservation Board	Sustainable Resource Development
Persons with Developmental Disabilities Community Boards:	Seniors and Community Supports
Calgary Region Community Board	
Central Region Community Board	
Edmonton Region Community Board	
Northeast Region Community Board	
Northwest Region Community Board	
South Region Community Board	
Provincial Judges and Masters in Chambers Reserve Fund	Finance and Enterprise
Regional Health Authorities and Provincial Health Boards:	Health and Wellness
Alberta Cancer Board	
Alberta Mental Health Board	
Aspen Regional Health Authority	
Calgary Health Region	
Capital Health	
Chinook Regional Health Authority	
David Thompson Regional Health Authority	
East Central Health	

Entities Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
Health Quality Council of Alberta	
Northern Lights Health Region	
Peace Country Health	
Palliser Health Region	
Safety Codes Council	Municipal Affairs
School Boards and Charter Schools:	Education
Almadina School Society	
Aspen View Regional Division No. 19	
Aurora School Ltd.	
Battle River Regional Division No. 31	
Black Gold Regional Division No. 18	
Boyle Street Education Centre	
Buffalo Trail Public Schools Regional Division No. 28	
Calgary Arts Academy Society	
Calgary Girls' School Society	
Calgary Roman Catholic Separate School District No. 1	
Calgary School District No. 19	
Calgary Science School Society	
Canadian Rockies Regional Division No. 12	
CAPE-Centre for Academic and Personal Excellence Institute	
Chinook's Edge School Division No. 73	
Christ the Redeemer Catholic Separate Regional Division No. 3	
Clearview School Division No. 71	
East Central Alberta Catholic Separate Schools Regional Division No. 16	
East Central Francophone Education Region No. 3	
Edmonton Catholic Separate School District No. 7	
Edmonton School District No. 7	
Elk Island Catholic Separate Regional Division No. 41	
Elk Island Public Schools Regional Division No. 14	
Evergreen Catholic Separate Regional Division No. 2	
FFCA Charter School Society	
Foothills School Division No. 38	
Fort McMurray Roman Catholic Separate School District No. 32	
Fort McMurray School District No. 2833	
Fort Vermilion School Division No. 52	
Golden Hills School Division No. 75	
Grande Prairie Public School District No. 2357	
Grande Prairie Roman Catholic Separate School District No. 28	
Grande Yellowhead Regional Division No. 35	
Grasslands Regional Division No. 6	

Entities Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
Greater North Central Francophone Education Region No. 2	
Greater Southern Public Francophone Education Region No. 4	
Greater Southern Separate Catholic Francophone Education Region No. 4	
Greater St. Albert Catholic Regional Division No. 29	
High Prairie School Division No. 48	
Holy Family Catholic Regional Division No. 37	
Holy Spirit Roman Catholic Separate Regional Division No. 4	
Horizon School Division No. 67	
Lakeland Roman Catholic Separate School District No. 150	
Lethbridge School District No. 51	
Living Waters Catholic Regional Division No. 42	
Livingstone Range School Division No. 68	
Medicine Hat Catholic Separate Regional Division No. 20	
Medicine Hat School District No. 76	
Moberly Hall School Society	
Mother Earth's Children's Charter School Society	
New Horizons Charter School Society	
Northern Gateway Regional Division No. 10	
Northern Lights School Division No. 69	
Northland School Division No. 61	
Northwest Francophone Education Region No. 1	
Palliser Regional Division No. 26	
Parkland School Division No. 70	
Peace River School Division No. 10	
Peace Wapiti School Division No. 76	
Pembina Hills Regional Division No. 7	
Prairie Land Regional Division No. 25	
Prairie Rose School Division No. 8	
Red Deer Catholic Regional Division No. 39	
Red Deer School District No. 104	
Rocky View School Division No. 41	
St. Albert Protestant Separate School District No. 6	
St. Paul Education Regional Division No. 1	
St. Thomas Aquinas Roman Catholic Separate Regional Division No. 38	
Sturgeon School Division No. 24	
Suzuki Charter School Society	
Westmount Charter School Society	
Westwind School Division No. 74	
Wetaskiwin Regional Division No. 11	
Wild Rose School Division No. 66	
Wolf Creek School Division No. 72	
Supplementary Retirement Plan Reserve Fund	Finance and Enterprise
Technical Institutes and The Banff Centre:	Advanced Education and Technology
Northern Alberta Institute of Technology	

Entities Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
Southern Alberta Institute of Technology	
The Banff Centre for Continuing Education	
Universities:	Advanced Education and Technology
Athabasca University	
The University of Alberta	
The University of Calgary	
The University of Lethbridge	
Victims of Crime Fund	Solicitor General and Public Security
The Wild Rose Foundation	Culture and Community Spirit

Entities Not Included In The Consolidated Government Reporting Entity

Ministry, Department, Fund or Agency	Ministry Annual Report
Alberta Foundation for Health Research	Advanced Education and Technology
Alberta Heritage Foundation for Medical Research	Advanced Education and Technology
Alberta Heritage Foundation for Science and Engineering Research	Advanced Education and Technology
Alberta Teachers' Retirement Fund Board	Education
Improvement Districts' Trust Account	Municipal Affairs
Local Authorities Pension Plan	Finance and Enterprise
Long-Term Disability Income Continuance Plan - Bargaining Unit	Treasury Board
Long-Term Disability Income Continuance Plan - Management, Opted Out and Excluded	Treasury Board
Management Employees Pension Plan	Finance and Enterprise
Provincial Judges and Masters in Chambers (Registered) Pension Plan	Finance and Enterprise
Public Service Management (Closed Membership) Pension Plan	Finance and Enterprise
Public Service Pension Plan	Finance and Enterprise
Special Areas Trust Account	Municipal Affairs
Special Forces Pension Plan	Finance and Enterprise
Supplementary Retirement Plan for Public Service Managers	Finance and Enterprise
Workers' Compensation Board	Employment and Immigration

Footnotes:

1 Effective January 1, 2008, the Alberta Energy and Utilities Board was realigned into two separate regulatory bodies: the Alberta Utilities Commission and the Energy Resources Conservation Board.
2 The Act was proclaimed and came into force on December 5, 2008.
3 Began operations July 1, 2008.
4 Incorporated on January 29, 2009
5 Began operations July 1, 2007.
6 Ministry includes only the departments so separate financial statements are not necessary.

For additional copies of this report contact:
Katlan Holman
Alberta Transportation
Strategic Policy Branch
2nd Floor, Infrastructure Building
6950 – 113 Street
Edmonton, Alberta
T6H 5V7
Telephone: (780) 427-1877
Fax: (780) 644-1100
Website: http://www.Transportation.Alberta.ca
To be connected toll-free outside of Edmonton call 310-0000
ISBN 978-0-7785-6879-7